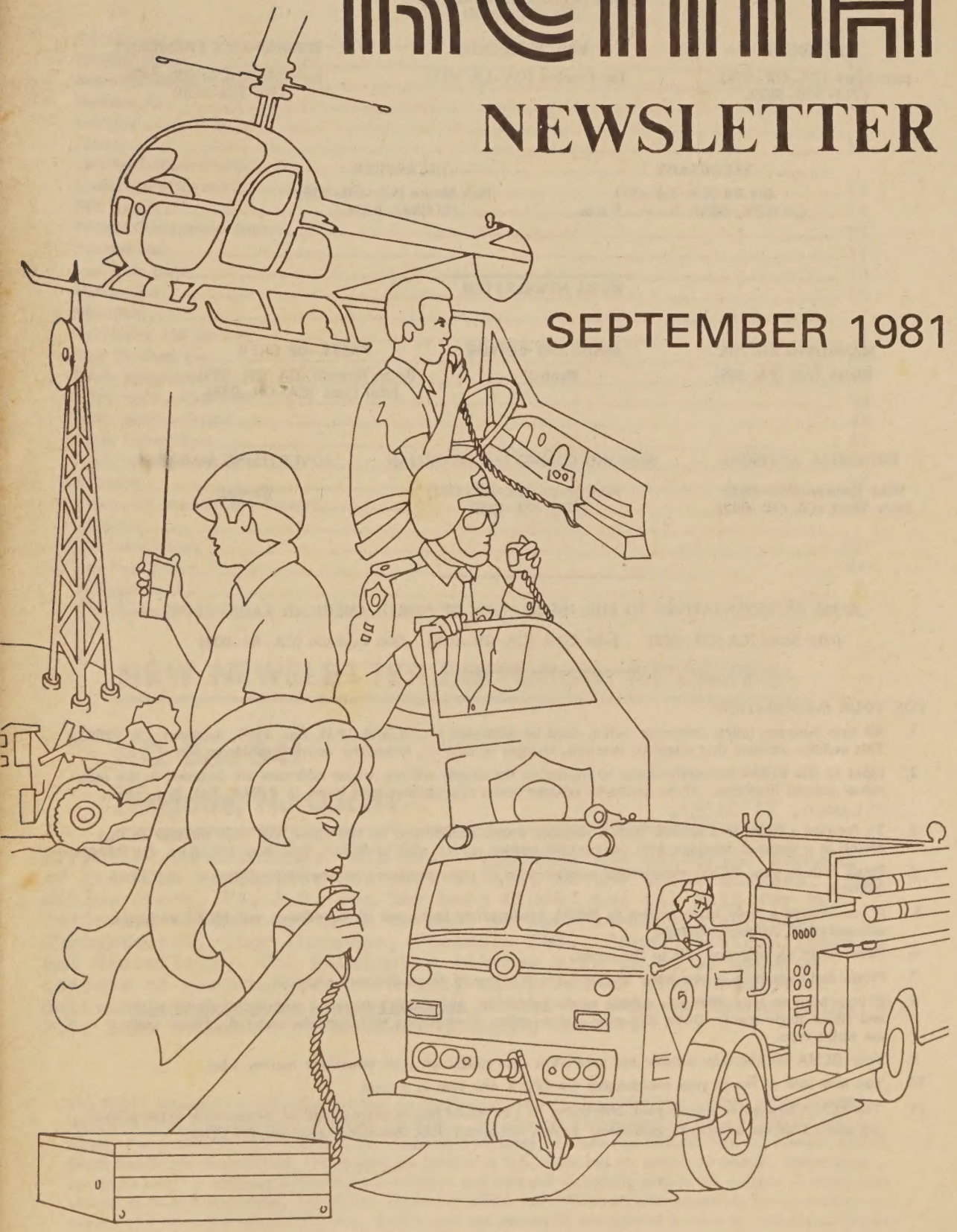
RCMA

NEWSLETTER



SEPTEMBER 1981

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OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A., P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, newsletter delivery problems, etc.
2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, P.O. Box 341, Ringoes, NJ 08551.
3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA, P.O. Box 408, Earp, CA 92242.
4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.
5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.
6. Please write on only one side of the paper.
7. Please don't combine in one letter several items that should go to different addresses.
8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.
9. Your RCMA membership number and expiration date appear on your newsletter mailing label.
10. You may join or renew your membership for ONLY one year at a time.
11. The RCMA Newsletter accepts paid advertising. If you would like to place a paid ad, please write to the following address for our advertising guidelines: RCMA Newsletter, P.O. Box 4563, Anaheim, CA 92803.

RCMA NEWSLETTER
September 1981

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NEW NEWSLETTER EDITORIAL ADDRESS:

P.O. Box 341
Ringoes, NJ 08551

EFFECTIVE IMMEDIATELY: All mail regarding the editorial content of the RCMA Newsletter now must be sent to the above address. The Willow Grove, PA, P.O. box has been closed and all mail for the following columns now must be sent to the Flemington address: ThoughtWaves, Your Thoughts, Business Etc., Communications Profile and Miscellany. The Flemington address also is to be used to contact me personally. As usual, all problems with newsletter delivery, membership and renewals should be sent to the Anaheim, CA, P.O. box. Thanks--CHUCK GYSI, Managing Editor.

The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $12.00 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$13.50; Europe—$14.50, South Pacific and Asia—$15.00. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA Newsletter editors and officers are not responsible for the accuracy or validity of information contained herein. RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written consent.

** Calendar **

Send notices of upcoming events for the Calandar section to John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803. Please send notices well in advance of the Newsletter deadline.

The R.C.M.A. supports scanning and scanner clubs. If your local R.C.M.A. scanner group is having a meeting, or if you are another radio club planning a meeting, send an announcement to the Calendar Editor and it will be sent to all members of R.C.M.A. Because of individual member requests and previous problems, the Board does not feel that sectional mailing lists should be distributed.

Greater L.A. Area R.C.M.A.

Board meetings are open to all members of R.C.M.A. They start at 7:30 PM. Now that we have separated labeling of the newsletter, the meetings will be devoted to R.C.M.A. policy and, of course, the latest scanner activities.

R.C.M.A. Working Sessions have been scheduled for the first Tuesday evening of each month. Any member of R.C.M.A. or visitor is welcome to attend and/or assist in the suffeling of papers and attempts to ascertain what went wrong with member X's subscription.

Sept 1	TUESDAY	7:30pm	Anaheim Branch Library,	1349 S. Euclid
Oct 6	TUESDAY	7:30pm	Anaheim Branch Library,	1349 S. Euclid
Nov 3	TUESDAY	7:30pm	Anaheim Branch Library,	1349 S. Euclid
Dec 1	TUESDAY	7:30pm	Anaheim Branch Library,	1349 S. Euclid

NEED BACK ISSUES?

Back issues are again available for sale to members in the lots indicated below. Please note that the RCMA Newsletter is a club newsletter. Because it reflects the growth of RCMA, early issues do not contain as many articles as do the current ones. The Newsletter has evolved from a few mimeo pages to its present format under the leadership of three great editors---Don Jones, Iden Rogers, and Chuck Gysi---and the contributions of club members.

The reproduction of the articles is quite readable. To cut costs and allow the possibility of binding all the reprints in a notebook, the format of later newsletters has been changed from saddle stitch to edge binding. This has changed the page order presentation, but not the content of the articles or the frequency lists.

To order: Using the information given below, send your requests to R.C.M.A., Bill Ell, Secretary, 2831 Hermanos St., Pasadena, CA 91107. Be sure to include your name, address, RCMA membership number (it is on your label), and your check or money order payable to R.C.M.A.

PRICES VALID UNTIL JANUARY 1982

Lots (Months/Year)	No. of Issues	Price
Sept 75 – June/July 76 (No Oct or Nov published)	7	$ 2.00
Aug – Dec 76 (No Oct published)	4	$ 3.00
Jan – June 77	6	$ 4.00
July – Dec 77	6	$ 4.00
Jan – June 78	6	$ 5.00
July – Dec 78	6	$ 5.00
Jan – June 79	6	$ 6.00
July – Dec 79	6	$ 6.00

THOUGHT waves

Chuck Gysi, Managing Editor, P.O. Box 341, Ringoes, NJ 08551

NO COLUMN THIS ISSUE

R.C.M.A./ CHICAGO Meeting at Nancini's Resturant
5555 St. Charles Road
Berkeley, IL

September 27, 1981 Sunday 1PM
November 21, 1981 Saturday 1PM

Aug 22-23 Amateur Radio Club of Marysville OH presents Hamfest 1981, at the Union County Fair Grounds. Bill Ell KA6IJA and RCMA Secretary will be there and willing to meet with any present or future RCMA members. (Marysville is near Columbus)

Reports of Meetings and Officers

Send reports (informal accounts) of RCMA meetings, gatherings, etc. which have occured to: John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803.

Please note the change in the dues structure which were mentioned in the January, forward newsletters. To reiterate, the dues are:

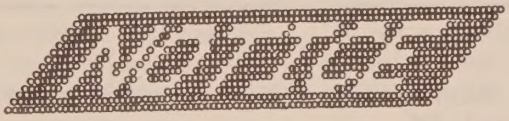
The 50 United States	$12.00
Canada & Mexico	$13.50
Europe	$14.00
South Pacific & Asia	$15.00

(These additional fees reflect part of the higher cost of mailing)

These prices are valid until July 1, 1981.

Note also the date on the top line of your newsletter label. That is the month in which your newsletter subscription will terminate. For the new members who enrolled using the rate structures found in older publications, your subscriptions have been prorated.

The last four issues have been mailed under a new procedure. The mailing date has been shifted to about five days after the Board Meetings. We used to be three to four weeks in advance of the newsletter's cover date; now, under even the worst conditions, we will be two weeks ahead of the date. You should receive your newsletter no later than the first week of the month on the cover.



The R.C.M.A. Board is taking this opportunity to answer the many letters of inquiry we have had on the following topics.

MEMBERSHIP CARDS AND BADGES

The R.C.M.A. has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. Other clubs may have several gimmics or commercial good deals. Our good deal is the newsletter, which you as members get to write.

MEMBERSHIP RENEWAL DATE

The date printed by your membership number on your label shows the last month of your current membership. You should renew by this date to insure continuous reception of the newsletter.

Several misunderstandings have occurred due to the fact the newsletter we mail this month is carrying a cover date of next month. The advanced date is used to allow USPS to deliver your newsletter to you on time. Your letter is mailed approximately four days after the monthly board meetings.

PRORATED MEMBERSHIPS

To save postage and other complications, if your original membership application was not accompanied by the correct amount, You received a prorated membership label of less than 12 months. Please do not send in the extra amount to finish the year, just renew when your prorated date comes up.

SPECIAL FREQUENCY REQUESTS

Contact your local R.C.M.A. group for frequencies in your area or use the contact column of the newsletter. We are not yet set up for a national distribution of frequencies. We have discussed this possibility, but the current logistics of the newsletter has stopped us. Ultimately the big picture would include copies of the F.C.C. and I.R.A.C. data bases, a fast computer, and software to select and sort in any order. e.g. Frequencies along route 66 from Chicago to Tulsa in order of the cities passed. Should anyone want to bluesky on this announce your intentions in the Contact Column. We will get there. The Auto Club can plan a road trip, we should be able to give you a frequency map someday....

MATERIAL FOR EDITORS

Please send frequency reports and comments directly to the appropriate editor. Until we get the big data base system, the use of a central distribution P.O. Box for everything has lots of delays.

RCMA/Chicago

Newsletter 7 June 1981

Edited by Michael Yanul (IL-014)

Meeting dates for Nancini's Restaurant, 5555 St.Charles Rd., Berkeley, IL.:
August 8, 1981, Saturday-1 PM
September 27, 1981, Sunday-1 PM
November 21, 1981, Saturday-1 PM

The June meeting marked our first anniversary. Our chapter's continued growth has paralleled that of RCMA. As RCMA grows, new members attend our meetings. We are lucky to have so many members willing to get involved. Some chapters around the country have had trouble attracting any members, let alone new members. The original intention of the founding fathers of RCMA was to create a means in which scanner enthusiasts could meet one another. Our chapter has successfully carried out that intention. Three years ago when I joined RCMA, I received a note from Ed Sirovy (IL-004). He wanted to form a Chicago area chapter, but at that time there were only 15 members in all of Illinois! With RCMA's rapid growth, Ed got his chapter and Illinois got nearly 200 members.

Twenty-six members and five guests attended the June meeting. Ironically, Ed Sirovy was not able to preside over the meeting that marked our chapter's first year. He had to work. John Arendt (IL-012) and Joe Vinci (IL-059) brought the meeting to order and introduced guest speaker David Fuller. Mr. Fuller gave a lecture on the new 800 MHz cellular mobile phone system. Our thanks to Martin Hirsch (IL-168) for arranging for Mr. Fuller's interesting lecture. John Arendt also gave an excellent presentation on the

Illinois State Police and Tom Heiderer (WI-006) displayed his microfiche reader for all to see and use. Without a doubt, the hottest conversation during the meeting was over the new Bearcat 100 programmable handheld. Several members who attended the 1981 Summer Consumer Electronics Show, brought loads of sales literature to handout to everyone. Our chapter was well represented at the SCE show!

June Attendance: Ron Grzesik (IL-006), Ron Smithberg (IL-009),John Arendt (IL-012), Michael Yanul (IL-014), Victor Somner (IL-015), R.L. Neva (IL-025), Rob Hupp (IL-036), Jerry Byron (IL-038), Michael Perlman (IL-044),Joe Vinci (IL-059), Jeff McKnight (IL-064), Brandt Niemuth (IL-084), Harold Pinnow (IL-092), Randy Holtz (IL-110), George Chao (IL-115), Martin Bourgeois (IL-125), Richard Hurak (IL-129), Marty Toomajian (IL-139), Kevin Mclinden (IL-149), Robert Quinlan (IL-157), Martin Hirsch (IL-168), Douglas Schnell (IL-175), George Moe (WI-004), Tom Heiderer (WI-006), George Tucker (WI-023) Robert Trivalos (WI-026).

The July RCMA Newsletter mentioned an L.A.Times article on scanners. I have this excellent article courtesy of Rob Hupp (IL-036). If you would like a copy, send me a long S.A.S envelope and two 18¢ postage stamps for copying costs. Michael Yanul, 5601 S. St.Louis Ave., Chicago, IL. 60629

Martin Toomajian (IL-139) is moving back to his home state of New York. Marty has been an enthusiastic supporter of our chapter and he will be missed. In the immediate future his new address will be: Marty Toomajian,Jr., 495 Brunswick, Rd., Troy, New York 12180

News Short: WLUP-FM mobiles have recently been heard on 455.387.

TO: RCMA Membership
FROM: John R. Clark
SUBJECT: An Apology

As a member of the paste up crew and of the Board of Directors of RCMA, I have always hoped for some full color ads on new scanners which we could put as centerfolds in our newsletters. This would add some color and give the membership some pertinent information. It was my understanding that this is what last months centerfold was to be. It turned out, as you have noted, to be four pages black and white on a device that is not type accepted.

I hereby apologize to the membership, and will strive in the future to see that this will not happen again.

MONITORING & THE LAW

EDITOR WANTED!

We need a new Monitoring and the Law column editor. This person should have some familiarity with monitoring laws and it would be desireable if he/she had a collection of them from around the nation. This editor would be required to generate some information for the column as well as organize input from the general membership. If you are interested, please TYPE a letter telling about yourself and qualifications to: RCMA Managing Editor, P.O. Box [illegible], Ringoes, N.J. 08551

Aircraft

Major Ron Hammer, Editor

Send private, commercial, firefighting, and law enforcement aircraft frequencies of interest in the 108–136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft, plus questions, articles, and tips related to aircraft monitoring to: Major Ron Hammer, 821 Elisa Way, Roseville, CA 95678.

It has been from 100° to 107° here for the better part of the past month. Everyone else in America is planning some festivities for the Fourth of July weekend. What am I doing? Cleaning out my radio shack, sorting a ton of mail, catalogs, etc.--and writing this column. So, let's get on with it:

I recently received a letter from BENNETT MOBILE COMMUNICATIONS (P. O. Box 3105, Redwood City, CA 94064) and found enclosed a flyer on the new Bearcat 100 "The first no-crystal, programmable handheld scanner ever made." Barry (CASM-003) did not include a scanner to play with, just the brochure. Two things I would note immediately: a) it is no kid's toy (unless you're a rich kid) at $450.00 list! and b) it has no aviation bands (as usual). It does cover 138-144 MHz and 406-420 MHz which most scanners do not. A neat looking little outfit,if you've got the bread and like to do your listening on the run. There is a little note on the flyer that it has not, as yet, been approved by the FCC and is not to be sold until it is. Perhaps by the time your read this it will be approved and available. Start saving your pennies now. Thanks for the poop, Barry. I'll try to run the spec sheet at the end of this column.

I get a number of inquiries as to why I "plug" this product or company and not that one. It is purely the experience I have had with the product or company. I (unfortunately) don't get any bribes. Bob Grove and Tom Kneitel have sent me a couple of freebee frequency books to review as I have stated in past columns. If someone out there in listener-land would like to send me a free Sony CRF-1 or Satellite 3400 I'd be glad to fiddle with them and maybe give'm a plug, too. At over a thousand bucks a piece for such toys, it will probably be a few weeks before I buy one!

My favorite scanner is a Bearcat 220--although it sure has some deficiencies. It doesn't cover 108-117.9 MHz or 136-144 MHz and only searches up and not down and has a number of internal "birdies" that stop the search. I have become pretty adept at manually controlling the squelch and the search button to get it to do what I want it to do. Also, I have had some success with the 10.8 MHz image frequency reception. The image reception is sometimes a problem, though, as when the blatherskite that appears at 122.4 and 165.6 is really some high-powered amateur transmitting on 144.0. Bearcat 220's are heavily discounted.

My favorite medium/shortwave receiver is the Trio-Kenwood R-1000 (for the price) in slightly modified form. I find the RF anntenuator and the Noise Blanker to be of little value and the dumb 12-hour clock format to be a real irratant. I kept my Radio Shack DX-160 for back-up/parallel reception work. (Some folks feel that the -160 which was recently discontinued was better than the new -100 or -200. In radios, newer does not always mean better.)

My favorite companies for monitor/listener equipment (as opposed to ham, stereo or electronic technician) suppliers are: RCMA's own Bob Grove Enterprises; Radio West (2015 So. Escondido Blvd., Escondido, CA 92025) and Gilfer (P. O. Box 239, Park Ridge, NJ 07656)--although Gilfer's prices are a bit higher than some of the others. I've previously given rave reviews to Avirex Ltd./"The Cockpit" (627 Broadway, NY, NY 10012) for all sorts of aviation related clothing, insignia and memorabilia. Two neat-o aviation book suppliers are Aero Publishers, Inc. (329 W. Aviation Rd., Fallbrook, CA 92028) and Airline Publications U. S. A. (41B Luke Dr., Middletown, PA 17057) In just my last column I listed three sources of other aviation related equipment and aero publications, etc. Most of these companies are comparatively small as interest in aviation and

monitor listening are limited, special interest fields. By buying their stuff you "cast your vote in the marketplace" and hence, encourage them to expand their line to the benefit of us all. If you want something you don't see in catalogs such as those above (by all means, not an exhaustive list) WRITE TO THEM and express your desires. In tough, high-interest-rate economic times such as we are now experiencing, most companies hesitate to market a new product unless they are sure a bunch of people out there really want it. If all 2,500 members of the R.C.M.A. were to write to Electra/Bearcat, Regency, etc. telling them we want UHF/aircraft band in our scanners, they might just stop saying "...there appears to be no interest..." The power of the pen (such as yours) is not to be underestimated. As a small boy I pestered a model airplane company (now one of the world's largest) into bringing out a model of the German Focke-Wulf Fw.190 fighter. When they, in effect, said, "OK, kid--we're gonna do it!" I was overwhelmed. It changed my life as well as their product line. As a young Lieutenant I was instrumental in getting the "Lil' Indian" company to change the design of their line of mini-bikes. It does work. Not every time, of course, but when enough voices are raised in concert, even the biggies start to listen. A good place to start might be the Bearcat representative that Chuck Gysi mentions on page 4 of the June issue: CEMS, Inc. ATTN: Mike Scholl, 4700 West Fullerton Avenue, Chicago, IL 60639.

I had a nice note from Alan Leder (NJ-084) expressing condolences for my father's death in February. Thanks, Al. Most all fathers "laugh" at the way their sons handle things, as my father did me and I do my son in the Marines. He in turn thinks I'm a little weird for having antennas all over my house. (Ha) (Al Leder has been a regular contributor to the Newsletter.) Chris Orvien (SC-012) writes requesting frequencies for Charleston International and the Berkeley County Airport. Once again, these frequencies are as easy for you to obtain as they are for me--easier in fact. My local airports only have maps, frequencies, etc. for the western U. S. Chris, I'll just bet that if you looked in the phone book there under U. S. Government, FAA offices you'd find a phone number for some sort of A.T.C. facility--the Approach Control could be Air Force (like in the Travis AFB, California area --my first job as an ATC officer). Likely it is FAA, however. It may be listed as a RAPCON or a TRACON or some such, but if you'll call them they will usually oblige you by sending you their sectorization plan with all of their local frequencies.

As to the ongoing tale of my UHF AM-914, it's all torn apart right now. George Dubois writes to not use any 6AN4 tubes as substitutes for the four 6J4's in the set as he states that "they will fry the converter since the pins 1 and 7 are jumpered internally." I'll believe that. I did track down one grossenheimer short in my UHF antenna system which didn't help matters. I'm learning! Speaking of learning, the Hayden "Basic Radio" book that I previously mentioned seems to be out-of-print. They do have a new series of books out entitled "Basic Electricty" in revised edition by Van Valkenburgh, Nooger & Neville, Inc. @ $5.85, and a six-volume series called "Basic Electronics" I'm currently (no pun intended) into Electricity Vol. 3 which is all about A.C. You gotta start somewhere, man.

Zelwin B. Eton (MO-048) of Kirksville, MO writes a nice letter. He says he has one of Kansas City Center's remote repeaters just right outside of town so gets both sides of the Center communications (132.6 & 135.0 MHz) as well as the Columbia, MO Flight Service transmissions. Zel also monitors aircraft-mobile telephone freqs to/from ground stations in the K.C. and Chicago areas. WHAT ARE THOSE FREQS?? Does anyone have any aircraft-telephone freqs for the San Francisco area? Between his R-1000 and his BC-300, Zel hears AF 1 & 2, comm between missile bases, air refueling rendevous chatter. All he wants now is a UHF-capable receiver so he can hear it all. Zel, aside from being born at St. Luke's Hospital in Kansas City, I was also stationed at Forbes AFB at Topeka, Kansas where I first flew SAC refueling tankers in the late '50's and early '60's. Our approach control then was by Olathe Naval Air Station. With Offutt AFB at Omaha, NE still SAC Hq, I'll bet there is still a lot of interesting military traffic around the K.C. area. Thanks for a nice letter and your comments.

David Nofziger (FL-106) writes a nice letter detailing his climb from a portable aircraft-band radio in the early '60's to his present BC-300. Dave, my wife just pointed out that just 20 years ago, in July 1961, we had been married for three years and didn't even own a television or an FM radio! As an Air Force flying officer we were not poor--the technology just wasn't that far along in those days. I thought my $20 Hallicrafter's S-38E (which I recently sold to a guy for $40) was the ultimate in radios. I'm sure the technology in another twenty years (2001!) is totally unimaginable today.

Dave lists Sarasota Area freqs as Grnd Cnt 121.9, Tower 120.1, ATIS 121.3, Approach 124.95; Tampa Area Approach 118.5, 126.0, Tower 119.5, Grnd Cnt 121.7 and C/D 120.9 with ATIS on 126.45; St. Petersburg Area approahch 125.3, Tower 118.3 and Grnd Cnt 121.9.

Dave Litsinger (TX-032) from Austin wrote me an informative response to my inquiry concerning spectrum analyzer use in receiving radio. Thanks, Dave. Your letter has been one of the most informative (and easiest to understand) to date. Back when I was an 18 year old radar operator here at McClellan AFB in the ol' RC-121 "Connies" we had some radio operators who were designated as "PD" Operators ("Passive Detection") They had some small analyzer type scopes,like you describe,for analyzing radar transmissions. Letters and drawings such as yourscertainly keep this interesting subject alive,for me, anyway.

Walt Baranger (CAOR-129) writes: "Has anybody ever wondered why aircraft use AM radio instead of the clearer FM? FM radio suffers from Doppler Shift; something that AM is less susceptible to. As a jet travels at high speed, the frequency of the radio signal becomes slightly higher (or lower-ed.). Since, in FM, the frequency shift represents sound, radio communication would be difficult at best. Since AM is frequency independent, no such problem exists." OK. Walt, we had FM in our Cessna O-2's in Southeast Asia that we used for our "company" freqs. I guess at 120 Knots our doppler shift wasn't too overwhelming. **If God had ever intended that man should know how to fly He would never have shown him how to build railroads!**

David Ewing (IL-056) writes in a similar vein: "While monitoring aircraft on VHF-AM I do get some voice traffic which is readable, but very low pitched (and maybe overmodulating). Is this the aircraft radio, their voice pitch, my receiver being overloaded from too much signal or what?" Does anyone have any suggestions for Dave? Dave, to my knowledge (having pursued the subject to a great extent) there are no Bearcat "Thin-Scans" with aircraft band. The Electra Company guarantees me of that!

Cliff Polkinghorn (CAAL-029) from San Leandro, CA writes of his experiences in attending an air show at Moffett Field (Naval Air Station) north of San Jose and monitoring the plane-to-plane comm of the "EAGLES" aerobatic team. That's an application of monitoring that I've not yet tried. Ever more reason for a portable aircraft-band scanner.

Joseph M. Stabile of Oakland, NJ writes an unsolicited, first person testamonial concerning excellent service from Bob Grove and Grove Enterprises, Inc. He has called Bob personally and got everything he asked for. Bob's toll-free number for ordering is 1-800-438-8155. I agree with you, Joe.

9. Standard Terminal Arrival (STAR) Charts—Designated to expedite air traffic control arrival route procedures and to facilitate transition between en route and instrument approach operations. Each STAR procedure is presented as a separate chart and may serve a single airport or more than one airport in a given geographical location.
10. Airport Taxi Charts—Designed to expedite the efficient and safe flow of ground traffic at an airport. These charts are identified by the official airport name, e.g., Washington National Airport.

ICAO-AERONAUTICAL CHART-A representation of a portion of the earth, its culture and relief, specifically designated to meet the requirements of air navigation.

AFFIRMATIVE—Yes.

AIR CARRIER DISTRICT OFFICE/ACDO—AN FAA field office serving an assigned geographical area, staffed with Flight Standards personnel serving the aviation industry and the general public, on matters related to the certification and operation of scheduled air carriers and other large aircraft operations.

AIRCRAFT—Device/s that are used or intended to be used for flight in the air and when used in air traffic control terminology may include the flight crew.

ICAO—AIRCRAFT—Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

AIRCRAFT APPROACH CATEGORY—A grouping of aircraft based on a speed of 1.3 V_{SO} (at maximum certificated landing weight), or on maximum certificated landing weight. V_{SO} and the maximum certificated landing weight are those values as established for the aircraft by the certificating authority of the country of registry. If an aircraft falls into two categories, it is placed in the higher of the two. The categories are as follows:

1. Category A—Speed less than 91 knots; weight less than 30,001 pounds.
2. Category B—Speed 91 knots or more but less than 121 knots; weight 30,001 pounds or more but less than 60,001 pounds.
3. Category C—Speed 121 knots or more but less than 141 knots; weight 60,001 pounds or more but less than 150,001 pounds.
4. Category D—Speed 141 knots or more but less than 166 knots; weight 150,001 pounds or more.
5. Category E—Speed 166 knots or more; any weight.

(Refer to FAR Parts 1 and 97)

AIRCRAFT CLASSES—For the purposes of Wake Turbulence Separation Minima, ATC classifies aircraft as Heavy, Large and Small as follows:

1. Heavy—Aircraft capable of takeoff weights of 300,000 pounds or more whether or not they are operating at this weight during a particular phase of flight.
2. Large—Aircraft of more than 12,500 pounds, maximum certificated takeoff weight, up to 300,000 pounds.
3. Small—Aircraft of 12,500 pounds or less, maximum certificated takeoff weight. (Refer to AIM)

AIR DEFENSE EMERGENCY—A military emergency condition declared by a designated authority. This condition exists when an attack upon the continental U.S., Alaska, Canada, or U.S. installations in Greenland by hostile aircraft or missiles is considered probable, is imminent, or is taking place. (Refer to AIM)

AIR DEFENSE IDENTIFICATION ZONE/ADIZ—The area of airspace over land or water, extending upward from the surface, within which the ready identification, the location, and the control of aircraft are required in the interest of national security.

1. Domestic Air Defense Identification Zone—an ADIZ within the United States along an international boundary of the United States.
2. Coastal Air Defense Identification Zone—an ADIZ over the coastal waters of the United States.
3. Distant Early Warning Identification Zone (DEWIZ)—an ADIZ over the coastal waters of the State of Alaska.

ADIZ locations, and operating and flight plan requirements for civil aircraft operations are specified in FAR Part 99. (Refer to AIM)

AIRMAN'S INFORMATION MANUAL/AIM—A publication containing Basic Flight Information and ATC Procedures designed primarily as a pilot's instructional manual for use in the National Airspace System of the United States.

ICAO—AERONAUTICAL INFORMATION PUBLICATION—A publication issued by or with the authority of a state and containing aeronautical information of a lasting character essential to air navigation.

AIRMET/AIRMAN'S METEOROLOGICAL INFORMATION—Inflight weather advisories which cover moderate icing, moderate turbulence, sustained winds of 30 knots or more within 2,000 feet of the surface and the initial onset of phenomena producing extensive areas of visibilities below 3 miles or ceilings less than 1,000 feet. It concerns weather phenomena which are of operational interest to all aircraft and potentially hazardous to aircraft having limited capability because of lack of equipment, instrumentation or pilot qualifications. It concerns weather of less severity than SIGMETs or convective SIGMETs. (See Convective SIGMETs or SIGMETs) (Refer to AIM)

AIR NAVIGATION FACILITY—Any facility used in, available for use in, or designed for use in, aid of air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio-directional finding, or for radio or other electrical communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and takeoff of aircraft. (See Navigation Aid)

AIRPORT—An area of land or water that is used or intended to be used for the landing and takeoff or aircraft, and includes its buildings and facilities, if any.

AIRPORT ADVISORY AREA—The area within five statute miles of an airport not served by a control tower, i.e., there is no tower or the tower is not in operation, on which is located a Flight Service Station. (See Airport Advisory Service) (Refer to AIM)

AIRPORT ADVISORY SERVICE/AAS—A service provided by Flight Service Stations at airports not served by a control tower. This service consists of providing information to arriving and departing aircraft concerning wind direction and speed, favored runway, altimeter setting, pertinent known traffic, pertinent known field conditions, airport taxi routes and traffic patterns, and authorized instrument approach procedures. This information is advisory in nature and does not constitute an ATC clearance. (See Airport Advisory Area)

AIRPORT ELEVATION/FIELD ELEVATION—The highest point of an airport's usable runways measured in feet from mean sea level. (See Touchdown Zone Elevation)

ICAO—AERODROME ELEVATION—The elevation of the highest point of the landing area.

AIRPORT/FACILITY DIRECTORY—A publication designed primarily as a pilot's operational manual containing all airports, seaplane bases and heliports open to the public; including communications data, navigational facilities and certain special notices and procedures. This publication is issued in seven volumes according to geographical area.

AIRPORT INFORMATION DESK/AID—An airport unmanned facility designed for pilot self-service briefing, flight planning, and filing of flight plans. (Refer to AIM)

AIRPORT LIGHTING—Various lighting aids that may be installed on an airport. Types of airport lighting include:

1. Approach Light System/ALS—An airport lighting facility which provides visual guidance to landing aircraft by radiating light beams in a directional pattern by which the pilot aligns the aircraft with the extended centerline of the runway on his final approach for landing.

   Condenser-Discharge Sequential Flashing Lights/Sequenced Flashing Lights may be installed in conjunction with the ALS at some airports.

   Types of Approach Light Systems are:

   a. ALSF-I—Approach Light System with Sequenced Flashing Lights in ILS Cat-I configuration,

   b. ALSF-II—Approach Light System with Sequenced Flashing Lights in ILS Cat-II configuration,

   c. SSALF—Simplified Short Approach Light System with Runway Alignment Indicator Lights,

   d. SSALR—Simplified Short Approach Light System with Runway Alignment Indicator Lights,

   e. MALSF—Medium Intensity Approach Light System with Sequenced Flashing Lights,

   f. MALSR—Medium Intensity Approach Light System with Runway Alignment Indicator Lights,

   g. LDIN—Sequenced Flashing Lead-in Lights,

   h. RAIL—Runway Alignment Indicator Lights (Sequenced Flashing Lights which are installed only in combination with other light systems).

2. Runway Lights/Runway Edge Lights—Lights having a prescribed angle of emission used to define the lateral limits of a runway. Runway lights are uniformly spaced at intervals of approximately 200 feet, and the intensity may be controlled or preset.

3. Touchdown Zone Lighting—Two rows of transverse light bars located symmetrically about the runway centerline normally at 100 foot intervals. The basic system extends 3,000 feet along the runway.

4. Runway Centerline Lighting—Flush centerline lights spaced at 50-foot intervals beginning 75 feet from the landing threshold and extending to within 75 feet of the opposite end of the runway.

5. Threshold Lights—Fixed green lights arranged symmetrically left and right of the runway centerline, identifying the runway threshold.

6. Runway End Identifier Lights/REIL—Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

7. Visual Approach Slope Indicator/VASI—An airport lighting facility providing vertical visual approach

slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to the pilot that he is "on path" if he sees red/white, "above path" if white/white, and "below path" if red/red. Some airports serving large aircraft have three-bar VASIs which provide two visual glide paths to the same runway.

8. Boundary Lights—Lights defining the perimeter of an airport or landing area. (Refer to AIM)

AIRPORT ROTATING BEACON—A visual NAVAID operated at many airports. At civil airports aoternating white and green flashes indicate the location of the airport. At military airports, the beacons flash alternately white and green, but are differentiated from civil beacons by dualpeaked (two quick) white flashes between the green flashes. (See Special VFR Operations, Instrument Flight Rules) (Refer to AIM Rotating Beacons)

ICAO—AERODROME BEACON—Aeronautical beacon used to indicate the location of an aerodrome.

AIRPORT SURFACE DETECTION EQUIPMENT/ASDE—Radar equipment specifically designed to detect all principal features on the surface of an airport, including aircraft and vehicular traffic and to present the entire image on a radar indicator console in the control tower. Used to augment visual observation by tower personnel of aircraft and/or vehicular movements on runways and taxiways.

AIRPORT SURVEILLANCE RADAR/ASR—Approach control radar used to detect and display an aircraft's position in the terminal area. ASR provides range and azimuth information but does not provide elevation data. Coverage of the ASR can extend up to 60 miles

AIRPORT TRAFFIC AREA—Unless otherwise specifically designated in FAR Part 93, that airspace within a horizontal radius of 5 statute miles from the geographical center of any airport at which a control tower is operating, extending from the surface up to, but not including, an altitude of 3,000 feet above the elevation of the airport. Unless otherwise authorized or required by ATC, no person may operate an aircraft within an airport traffic area except for the purpose of landing at, or taking off from, an airport within that area. ATC authorizations may be given as individual approval of specific operations or may be contained in written agreements between airport users and the tower concerned. (Refer to FAR Parts 1 and 91)

AIRPORT TRAFFIC CONTROL SERVICE—A service provided by a control tower for aircraft operating on the movement area and in the vicinity of an airport. (See Movement Area, Tower)

ICAO—AERODROME CONTROL SERVICE—Air traffic control service for aerodrome traffic.

AIR ROUTE SURVEILLANCE RADAR/ARSR—Air route traffic control center (ARTCC) radar, used primarily to detect and display an aircraft's position while en route between terminal areas. The ARSR enables controllers to provide radar air traffic control service when aircraft are within the ARSR coverage. In some instances, ARSR may enable an ARTCC to provide terminal radar services similar to, but usually more limited, than those provided by a radar approach control.

AIR ROUTE TRAFFIC CONTROL CENTER/ARTCC—A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace and principally during the en route phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft. (See NAS Stage A, En Route Air Traffic Control Service) (Refer to AIM)

AIRSPEED—The speed of an aircraft relative to its surrounding air mass. The unqualified term "airspeed" means one of the following:

1. Indicated Airspeed—The speed shown on the aircraft airspeed indicator. This is the speed used in pilot/controller communications under the general term "airspeed." (Refer to FAR Part 1)

2. True Airspeed—The airspeed of an aircraft relative to undisturbed air. Used primarily in flight planning and en route portion of flight. When used in pilot/controller communications, it is referred to as "true airspeed" and not shortened to "airspeed."

AIRSTART—The starting of an aircraft engine while the aircraft is airborne, preceded by engine shutdown during training flights or by actual engine failure.

AIR TRAFFIC—Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.

ICAO—AIR TRAFFIC—All aircraft in flight or operating on the maneuvering area of an aerodrome.

AIR TRAFFIC CLEARANCE/ATC CLEARANCE—An authorization by air traffic control, for the purpose of

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs, send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription.)

Aug 20-23 International Radio Club of America Convention at the Westward Inn, Calgary, Alberta, Canada. Tours of AM,FM,TV facilities plus a tour to Banff, plus banquet and auction. Details for SASE from George Kesteven, 3524 Benton Drive N.W. Calgary, Alberta, Canada T2L 1W8

Aug 29 Ontario DX Association Open House, 1 to 9 pm, North York Memorial Community House, Youge Street, Toronto, Ontario. Details send SASE to ODXA, 3 camrose Crescent, Scarborough, Ontario, Canada MiL 2B5

Sept 5-7 National Radio Club annual Convention for mediumwave DXers Rockaway, NJ. Enjoy Labor Day weekend in NJ Tours, banquet and auction. Details for SASE to Russ Edmonds, P.O. Box 127 Boonton, NJ 07005

Sept 13 Sixth Annual New England Area DXers Outing at Black Rock State Park, Watertown CT. Details and to register send SASE to Sam Barto, 460 Emmett Street B-19, Bristol, CT 06010

Sept 19 Newark News Radio Club General Membership Meeting honoring 54th year of NNRC, at Monmouth Room, Hilton Gateway Hotel, Newark NJ. Details for SASE to NNRC, P.O. Box 239, Newark NJ 07101

ANARC Publication "Choosing a Receiver" now on sale. Compiled and written by Harold Sellers, Chairman, ANARC DX Equipment Information Committee. Lots of information for anyone planning to pick up new or used HF equipment. To Order

USA $1.00 cash check or MO to ANARC Newsletter, 1500 Bunbury Drive North Whittier, CA 90601

Canada $1.00 cash or money order to DX Information Committee, 3 Camrose Cresent, Scarborough, Ontario, Canada M1L 2B5

Other Areas $1.50 Money Order or 5 IRCs to either address

Business, Etc.

Chuck Gysi, Editor

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufacturers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/ hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to: Chuck Gysi, P.O. Box 341, Ringoes, NJ 08551.

NO COLUMN THIS MONTH

FCC TOPICS

George DuBois, Editor

Send FCC news and information of interest relating to two-way communications above 30 MHz, as well as questions regarding the FCC Rules and Regulations, to: George DuBois, 10048 NE Campaign, Portland, OR 97220.

The FCC has issued an Interim Decision regarding the shared use of stations by licensees in the land mobile services. This is the continuation of the decade-old arguement about whether third-party equipment suppliers are providing "psuedo common-carrier" services in the way they market equipment and provide repeater use. The original proposal prohibiting licensees from obtaining both equipment and dispatch service from the same party may be eliminated and comments are still sought on the requirements for cost-sharing records, individual licensee responsibility for transmitter rule compliance, system designators, termination of use and existing licensee consent for additional users.

Part 95, Subpart C, the Radio Control Radio Service (the old class C CB), has been rewritten in "plain language". No rule changes were made, the regulations were just arranged in a question-and-answer format and rephrased in an easier-to-understand manner. Besides the 27 mHz frequencies, the R/C Radio Service includes a handful of 72 mHz channels.

Mobile/Comm, Inc. has petitioned the FCC to allocate Air-to-Ground mobile telephone channel 1 (454.95 mHz) in Memphis, Tennessee. Aircraft mobile phone stations are assigned according to a geographical allocation plan and no channel is presently allocated in Memphis, the nearest facility being located in Little Rock, Arkansas. Mobile/Comm states there is a demand for A/G mobile phone service in Memphis and that the assignment would be in the public interest.

The Commission has stayed the effective date of the Order requiring reduced power for T-band (470-512 mHz) stations at high elevation sites in the Los Angeles, Ca.area. The lower power limits were designed to allow frequency reuse in other areas while, hopefully, still providing reasonable signal quality in the LA area. The original deadline was postponed following a petition by the California Mobile Radio Association. The CMRA (now the NMRA) has now petitioned for Reconsideration and the effective date is now again being postponed.

This isn't directly related to V-UHF monitoring, but it's kind of interesting. The FCC has proposed allowing the use of Subsidiary Communications Authorization (SCA) for utility load management. This would allow FM broadcast stations fo use their SCA subcarrier to transmit signals for the control of certain appliances at utility customers' premises, providing a means of multi-rate metering, or to switch sources of fuel. This would be similar to present use on certain Power Radio Service frequencies in the VHF and 900 mHz bands. FCC rules presently prohibit the use of broadcast facilities for non-broadcast use and until now the Commission has been reluctant to consider changing this rule.

Bargain of the month

If you've been wanting your own copy of Part 90, but didn't want to bother with a subscription, here's the deal for you. The new revised edition of Title 47, Code of Federal Regulations will be out by the time you read this. So what, you say?

Well, all Federal laws are codified and printed in the Code of Federal Regulations. Title 47 covers Telecommunications and contains

the Communications Act and all the FCC Rules and Regulations. It's divided into four parts, each one revised periodically, usually at one year intervals, staggered throughout the year. The volume that includes Part 90 (Private Land Mobile) is the one just issued and it also includes Parts 81 and 83 (Maritime), 87 (Aviation), 95 and 97 (CB and Amateur). By buying this edition you can have your very own Part 90 and for the bargain price of only $7.50. The drawback is that it no doubt is out of date already and you won't get any updates, like you would with a subscription. But then, what do you want?

To order, send a check for seven and a half to the Government Printing Office, Wash., DC 20402. Ask for the paperback edition,"Code of Federal Regulations, Title 47, Parts 80-end, revised Oct.1, 1980." (This is the new one. Never mind that it's almost October, 1981 right now.) You may want to underline the 1980, since they just might send you the Oct.79 one otherwise. This is the government you're dealing with. If you want the proper order form to order with, send me a long SSAE and I'll send you one. I thought about printing it here, but I'd hate to take a whole page when I'm not sure how many people are interested. Hell, I don't know how many people even read this column! Besides, it'd be reduced by a third and you'd have to rip the page out of the newsletter and there might be something important on the back, like an ad or something. If you'd like the entire Code of Federal Regulations, this'll set you back $525 a year. It covers the laws of every Federal agency from the Agriculture Department through the VA and will look quite impressive in your bookcase.

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make your desires known. Remember--those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address.

Write to: John W. Darr, P.O. Box 1652, Cheyenne, WY 82001

DESERT GUNNERY RANGES: Arizona member desires frequencies for military gunnery ranges in the Mojave Desert and southwest Arizona -- especially security patrols, range operations, etc. Also wanted: VHF-FM and UHF-FM frequencies for Davis-Monthan AFB and Titan missile system. Also frequencies used by Kitt Peak Observatory, animal tracking and federal law enforcement in the western U.S. Will gladly share with anyone any frequencies of interest he has. [6-2-81]

DEAN LASKO (AZ-Ø32), P O Box 151, Lakeview, OR 97630

TAPE RECORD WITH YOUR SCANNER? OR-Ø19 wishes to hear from members who tape record off the air and exchange circuits and techniques. He's particularly interested in the use of an "SAD-1024" analog delay I.C. [6-3-81]

STAN HINTZ (OR-Ø19), 4905 SE 45, Portland, OR 97206

CALIFORNIA DELTA INFO WANTED: Alameda County, California, member would like to exchange public safety frequency and code information for the areas of San Joaquin Valley, Tuolume-Mariposa Counties and the California Delta in general. [6-3-81]

RAYMOND KOSTER (CA-AL-ØØ9), 36303 Beech Place, Newark, CA 94560

DC & SURROUNDS 10-CODES WANTED: New member in Northern Virginia wants frequency lists pertaining to Virginia, West Virginia, Maryland, and Washington, DC. He'll pay for cost of copying and/or postage as desired. [6-3-81]

KENNETH R BRAND (VA-Ø49), 421 Fairview Ave, Winchester, VA 22601

FEDERAL FREQ SWAP: Member wishes to exchange federal frequencies with members anywhere in the U.S. for his of Oregon and Washington. Also -- he is specifically looking for federal, state, and local frequencies for following areas: Arizona, Hawaii, Florida, New York City, Chicago, Carribean, and any overseas. [6-5-81]
SPENCER BAHNER (WA-Ø26), P O Box 1432, Olympia, WA 98507 // (206) 943-7732

EMPIRE STATE FREQ SWAP: Member would like to correspond with other New York State members in Ulster, Dutchess, Orange, and Putnam counties to exchange frequencies and 10-codes. [6-6-81]
ARTHUR F WILLIAMS, Jr (NY-Ø22), 576 Springtown Rd, New Paltz, NY 12561 // (914) 658-9467 6-10 p.m.

LOOKING FOR ALABAMA 10-CODES: Ten-codes used by Alabama State Police, plus the following Alabama counties: Jefferson, Shelb, and St Clair. Will trade his Birmingham PD and Hank's Ambulance codes. Also has Tennessee State Police codes to trade. PLEASE HELP! [6-8-81]
SCOTT CARR (AL-Ø15), P O Box 1485, Birmingham, AL 35201

CALLING ALL FLORIDA MEMBERS: Member wants to contact all Florida members regarding the formation of a Florida Chapter, RCMA. [6-10-81]
ERIC P GASKELL (AZ-ØØ3), 1925 16th Ave, Apt 210, Vero Beach, FL 32960 // (305) 567-6461

PAGING LARRY H BROWN (MI-Ø11): Please contact
LARRY A SMITH (MI-ØØ1), 8984 Crescent Beach Rd, Sand Point, Pigeon, MI 48755

RIVERSIDE CALIF INFO WANTED: Central California member would like to have information on Riverside PD, FD, and ambulance. He is interested in the beats for the PD, the stations and locations of the FD, and the ambulance location. Also, he would like the 10-codes for all the departments and any special info of interest. In exchange, he will give a thorough rundown on San Luis Obispo, Santa Barbara, Monterey, and Fresno counties. [6-11-81]
JOHN C GIBSON (CA-SLO-ØØ4), P O Box 151, San Luis Obispo, CA 93406

PAGING WAYNE GUERRINI (OK-ØØ1): Please contact
GUY A KROGER (MO-ØØ8), 1406 Lord St, Trenton, MO 64683 // (816) 359-5792

RADIO TELETYPE INFO WANTED: Member would like any RTTY info -- systems, receivers, frequencies, computer-interfaces, etc. Information received will be incorporated into a future newsletter article about scanning and RTTY. [6-15-81]
WALT BARANGER (CA-OR-129), P O Box 8752, Anaheim, CA 92802

ATTENTION NEW YORK CITY RCMA MEMBERS: Many NYC-area monitoring hobbyists obtain New York City police frequencies by computer, and FOR FREE! Call the Connection 80 Bulletin Board of Queens at (212) 441-3755. With your computer on-line, follow the prompts. For instance, selecting Bulletin #13 gets you the NYC police freqs. Scanning the public message section will show you many exchanges of freqs taking place. Unlike the commercial computer networks, there is no charge to get the info from this computer. It is run as a hobby by a guy who is a scanner hobbyist, as well as a ham. [6-15-81]
RAY & RITA (NY-16Ø), P O Box 854, Times Square Station, New York, NY 10108

MARISAT, WHERE ARE YOU? Here's a member who wants to know where he can get a converter or a receiver for L-band. Can anyone out there help him on this one? If so, drop him a line. [6-15-61]
WILLIAM STOOKEY (HI-ØØ1), 1516 Ward Ave #403, Honolulu, HI 96822

NEW ENGLAND FREQ SWAP? New Rhode Island member wants to correspond -- by letter or by cassette tape -- with other southern New England members. He hopes to exchange frequencies not listed in Police Call, and states he has an extensive list of unpublished frequencies that he's willing to share. [6-24-81]
JERRY LAROCHE (RI-Ø1Ø), P O Box 138, Warren, RI 02885

NEEDS BACK ISSUES: Does anybody out there have JANUARY and FEBRUARY 1981 issues of the RCMA Newsletter this member may borrow? He will pay all postage! [6-25-81]
WILLIAM HOWARD (NC-Ø27) 1340 Biltmore Dr, Charlotte, NC 28207 // (704) 333-6317

Beginners ?????? Corner

Have a question? If you are a new scanner listener and don't understand something about monitoring that almost everyone else seems to understand, send in your question. When possible, your question and the answer will be printed. No answers will be sent by return mail. Your name will not be printed. Write to: David E. Crowley, 7234 Balson Ave., University City, MO 63130.

Q. Where I live the police are on 155.250 and the ambulance service is on 155.235 which "locks up" in my scanner. I tried image, but it didn't work. What can I do.

A. I'd double check the IF (intermediate frequency) as well as the image calculations. For an IF of 10.7 MHz, add 21.4 to 155.235 to get 176.635 as the frequency for which 155.235 is the image. For the IF at 10.8 MHz add 21.6 to 155.235 to get 176.835 MHz - the frequency for which 155.235 is the image. These 176 frequencies are above the stated limits for VHF High in most programmable scanners, so I'll have to guess that your scanner is crystal controlled. So double check the calculations and let me know what happens, and please, other readers too, tell me what kind of scanner you have: make, model number and IF.

Q. I am a new member and I wish to know the use of 163.850 MHz and whether it is an image of something else?

A. From Part III of Police Call, the frequencies immediately below and above 163.850: 163.8375 and 163.8625 respectively, are assigned to federal government use by the Bureaus of Land Management and Reclamation. The images of 163.850 for IFs of 10.7 and 10.8 are 142.450 and 142.250 MHz respectively and are assigned to the Army and Air Force (Grove, Federal Frequency Directory). Readers: Again, please tell me the make, modal number, and IF of your scanner, so I don't have to guess.

Beginners tip for the month, Department of Misstatements: I July I claimed that the base/mobile split for 800 Mhz was 45 MHz for trunked and 25 MHz for conventional systems. A very knowledgeable reader spotted the error: the split for both trunked and conventional systems is 45 MHz. Also, 800 MHz assignments are not made near the Canadian and Mexican borders - both countries have 800 MHz TV channels with which American 800 MHz land mobile use could interfere.
For anyone with more than a passing interest in federal government frequency use, federal and non-federal allocation plans, coordination with the International Telecommunications Union (ITU) and a wealth extraordinarily informative and comprehensive information about national and international radio frequency management and coordination, the following publication will be most useful, to say the least. Manual of Regulations and Procedures for Federal Radio Frequency Management (MFRM) 1979, File Code 1x, Cataloge No. C60.8R 11/rev. Subscription $45.00 to the GPO, Washington, D.C. 20402. Or call (202) 783-3238 with your Visa/Mastercard Numbers. MFRM also tells all about IRAC (Interdepartment Radio Advisory Committee) and how it works. Larger libraries around the country act as depositories for federal documents, so you can look this over, before spending $45.00.

International

Richard Stein, Editor

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Richard Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

A LETTER FROM INDIANA OR MA BEARCAT

STILL AIN'T TELLIN' ALL

The following letter is in response to me questions to Bearcat concerning some programming techniques reported here two months ago.

Electra Company
Division of Masco Corp. of Indiana

300 East County Line Road
Cumberland, Indiana 46229

Telephone (317) 894-1440

June 19, 1981

Mr. Rickey Stein
456 Barrymore Place
N. Brunswick, NJ 08902

Dear Mr. Stein:

Please accept my sincere apologies for the long delay in replying to your letter of May 18, 1981. The questions you posed are indeed unique, and ones that our engineering staff pondered at length.

We have thoroughly investigated the condition described by your member in Northern Ireland, and have come to virtually the same conclusion that you have — the frequency spread between 67 MHz and 102.1 MHz has no electronic significance when applied to the circuitry of the Bearcat 220FB.

The second condition you have described is just as electronically perplexing. I'm sure you are familiar with the unique ability of the Bearcat 260 to search out of its specified frequency ranges by confronting the microprocessor with a specific sequence of key strokes. The complex relationship between the AM/FM detector, the synthesizer, and the microprocessor have probably caused the unit to receive these unusual frequencies. Only experimentation will confirm whether this model will operate in the other modes you suggest. If you should discover any other "free" features provided by Electra, please keep me informed.

Thank you for your continued support of Electra products, and please feel free to contact me should you have any further questions.

Sincerely,

Kenneth C. Wilson

Kenneth C. Wilson,
Manager, Product Development
Planning

KCW:ay

Many thanks to Rick Brown for trying the AM/FM technique and reporting back to us.

Dear Richard,

In the July, 1981, issue of the RCMA Newsletter, you requested that some member with a BC220 try the proceedure which David (001-NIRE) used to put his BC-220FB into the AM mode on an FM frequency.

I tried this method with my BC-220 on the AM pagers which you noted on 35.22, 35.58, 43.22, and 45.58. Because of the long distance between my location and a transmitter on these frequencies, there was too much distortion and interference to reach any conclusive results.

Realizing, however, that I often times receive aircraft image reception on a local VHF-Hi police frequency, I tried the method on the aircraft image. While receiving the image on 154.950, I pressed "120.00 limit" and, sure enough, the AM image cleared up into an intelligible signal! As soon as I returned to the scan mode, however, the receiver returned to FM reception on that frequency just as was noted by David.

Apparently then, this trick can be used on domestic Bearcats as well as the foreign models. I hope that this satisfies your curiousity, and thanks for this interesting piece of information. Keep up the good work.

Sincerely,

Rick Brown

Rick Brown (MO-041)

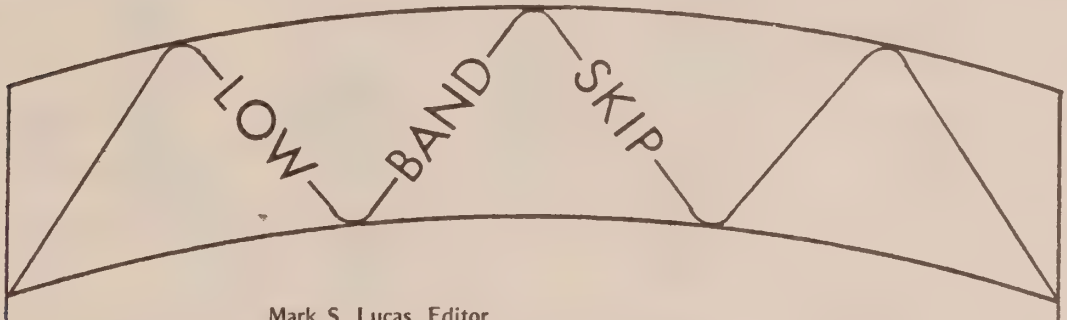
I received a call last night from Pete Glass (MI-005). He reports that he has used the AM/FM switching technique for about a year. But that's not all. He has made some very intricate adaptations to his BC-220 which allow him to do the following:

extend coverage above 50MHz to cover 66-88MHz
override the AM/FM detection to be able to operate the set in AM mode exclusively on any frequency, in FM mode on any frequency or in independent mode as the detector senses.

I do not have to tell you that these changes involve some very delicate work on the electronics. They must be performed with great care by someone so as not to damage the sensitive and close fitting compnents. But the changes do work.

Now that brings up another point. We do have some very sharp people in RCMA. They look inside a receiver, check out the IC chips and can just about tell you the limits of what these units can do. So why can't the engineers at Electra do the same thing? I can't believe they don't have similar information but the reply from Electra certainly doesn't indicate such information.

In the next couple of months, I hope to be able to give you more details from Pete on the changes he made.



Mark S. Lucas, Editor

Send reception reports relating to distant stations received in the 30–50 MHz band, plus any Low Band DXing tips, comments, or articles to: Mark S. Lucas, P.O. Box 462, Lancaster, OH 43130. If you need a Low Band skip reception report form, send an SASE with your request.

Well I must sincerely apologize for not having my column published for two consecutive issues recently. One was obviously a postal error with material being sent from Willow Grove,Pa. to RCMA headquarters, while the second was lack of material for me to create a column. Seems that my move to Chillicothe <u>again</u> caused woe for the USPS! My apologies again to those who sent material and was sent back mysteriously. Try again and it should get here. Let's forge ahead...

	FROM CARL (NY-117):	39.82 MHz	KDK 374	"Eureka"	PD	
Base	Regency "Touch"	2-26-81	1739 EST	Eureka, Montana	1700 Miles	
		46.18 MHz	KCD 606	"KCD 606"	FD	
Base	Touch	3-8-81	1919 EST	Seekonk,Mass.	125+ Miles	
		39.82 MHz	KDG 622	"KDG 622"	PD	
Base	Touch	2-17-81	1711 EST	Montana State-Helena	1600 Mi.	
		42.88 MHz	KRO 491	"KRO 491"	PD	
B/M	Touch	2-23-81	1621 EST	Ore. State-Lake Oswego	2075 Mi.	
		42.88 MHz	KOB 877	"KOB 877"	PD	
Base	Touch	2-24-81	1628 EST	Ore. State-Tillamook	2075 Mi.	
		39.82 MHz	KSS 280	"KSS 280 Patrol"	PD	
Base	Touch	2-26-81	1708 EST	Mont. State-Butte	1650 Miles	
		39.82 MHz	KDN 47	"KDN 47"	PD	
B/M	Touch	2-26-81	1713 EST	Sanders Co.,Mont	1740 Miles	
		39.82 MHz	KOE 538	"Dillon"	PD	
Base	Touch	2-26-81	1718 EST	Beaverhead Co.,Mont.	1700 Miles	
		42.44 MHz	KML 204	"32"	CHP	
Base	Touch	2-14-81	1340 EST	San Francisco,CA	2175 Miles	
		42.44 MHz	KMP 496	"93"	CHP	
Base	Touch	2-14-81	1343 EST	Willows,CA	2135 Miles	
		42.12 MHz	KMH 722	"92 San Diego"	CHP	
Base	Touch	2-14-81	1350 EST	Oceanside,CA	2075 Miles	
		42.16 MHz	KAY 993	"Santa Ana 86-50"	CHP	
Mobile	Touch	2-14-81	1356 EST	Santa Ana,CA	2090 Miles	
		42.20 MHz	KAY 993	"LA 83-98"	CHP	
Mobile	Touch	2-14-81	1359 EST	East LA,CA	2100 Miles	
		42.82 MHz	KOB 307	"33"	PD	

Base	Touch	2-14-81	1421 EST	Ore. State-Coqille	2100 Miles
		42.88 MHz	KMD 711	"KMD 711"	CHP
Base	Touch	2-14-81	1313 EST	La Jolla,CA	
		42.08 MHz	KMB 440	"91"	CHP
Base	Touch	2-14-81	1319 EST	Redwood City,CA	2150 Miles
		42.54 MHz	KDE 681	"KDE 681"	CHP
Base	Touch	2-14-81	1322 EST	Brally,CA	
		42.24 MHz	KAY 993	"27-50"	CHP
Mobile	Touch	2-14-81	1329 EST	Monterey,CA	2175 Miles
		42.44 MHz	KMG 997	"39"	CHP
Base	Touch	2-14-81	1336 EST	Williams,CA	2126 Miles
		42.44 MHz	KMA 801	"79"	CHP
Base	Touch	2-14-81	1337 EST	Culver City,CA	2100 Miles
		42.08 MHz	KME 311	"78"	CHP
Base	Touch	2-14-81	1227 EST	Newhall,CA	2100 Miles
		42.50 MHz	KFB 975	"KFB 975"	CHP
Base	Touch	2-14-81	1240 EST	San Jose,CA	2150 Miles
		42.56 MHz	KDP 296	"KDP 296"	CHP
Base	Touch	2-14-81	1248 EST	Stockton,CA	2125 Miles
		42.72 MHz	KAY 993	"Barstow 73-25"	CHP
Mobile	Touch	2-14-81	1303 EST	Barstow,CA	2015 Miles
		42.88 MHz	KMC 983	"64"	CHP
Base	Touch	2-12-81	1708 EST	Merced,CA	2125 Miles
		42.88 MHz	KBO 571	"81 LA"	CHP

FROM GARY (ILL-073): 30.62 MHz KMF 421 "KMF 421 to Woodland 21" Unknown?

Base	BC-300	03-03-81	1818 CST	Woodland,CA	(F.B. Caldwell Co.)
		30.76 MHz	KGR 513	"KGR 513"	Aero Crop Spray
Mobile	BC-300	03-03-81	1658 CST	Dixon,CA	(Wm. D. Joslin)
		30.80 MHz	WRJ 704	"WRJ 704 Base"	Unknown?
Base	BC-300	03-11-81	1504 CST	Blairsden,CA	(Lincoln Resources,Inc)
		30.92 MHz	KDX 972	"KDX 972"	Dental Lab
Base	BC-300	03-03-81	1624 CST	San Jose,CA	(W.B. Puterbaugh)
		30.92 MHz	KFE 501	"KFE 501 Base"	Towing
Base	BC-300	03-06-81	1428 CST	San Francisco	(Elkhorn Towing)
		31.00 MHz	KME 692	"KME 692"	Unknown
Base	BC-300	03-10-81	1542 CST	Los Altos,CA	(Gerard Investments)
		31.64 MHz	KFS 664	"KFS 664 Car 2"	Unknown
B/M	BC-300	03-13-81	1109 CST	Plymouth,CA	(Wolin & Sons,Inc)
		33.44 MHz	KSU 413	"Wrightwood to Desert"	FD
B/M	BC-300	03-01-81	1008 CST	Wrightwood,CA	1540 Miles
		33.92 MHz	NO CALL	"Dublin Morning Tone Check"	FD
B/M	BC-300	04-05-81	1002 CST	Dublin,CA	1693 Miles
		35.18 MHz	KCX 705	"KCX 705 Clear"	Plumbing Co.
Base	BC-300	03-03-81	1607 CST	San Francisco	(Drain Service Co.)
		35.36 MHz	KZE 223	"Colfax Base"	Ready-Mix
B/M	BC-300	03-12-81	1201 CST	Colfax,CA	(Grass Valley Ready-Mix)
		35.92 MHz	KCP 743	"KCP 743 Control to Unit 6"	
B/M	BC-300	03-04-81	1043 CST	Santa Ana,CA	(IBEW-Local 441)

(Editor's Note: Gary verified these businesses by 11-17-80 FCC Microfiche Files)

FROM EDGAR (VA-026): 33.30 MHz NO CALL "Rig-6" Oil Service (?)

Mobile	BC-250	5-19-80	1653 UTC	(Near Gulf of Mexico-HELP!!)	
		33.30 MHz	KJN 220	NO ID	Oil Service (?)
Mobile	BC-250	5-20-80	1718 UTC	(Near Gulf of Mexico-Mention of "Cameron" HELP!)	

Well, that's it for another terrific month. If you've tried to send your loggings in and they were returned...PLEASE TRY AGAIN! Also at this location are the "official" Low Band Skip Loggings Forms. Just one SASE is all that is needed. I just know that Sporadic-E has got to be around for all to hear. You'll be in for a real treat if you've never heard it. Total unpredictability! Until next month, KEEP SENDING!

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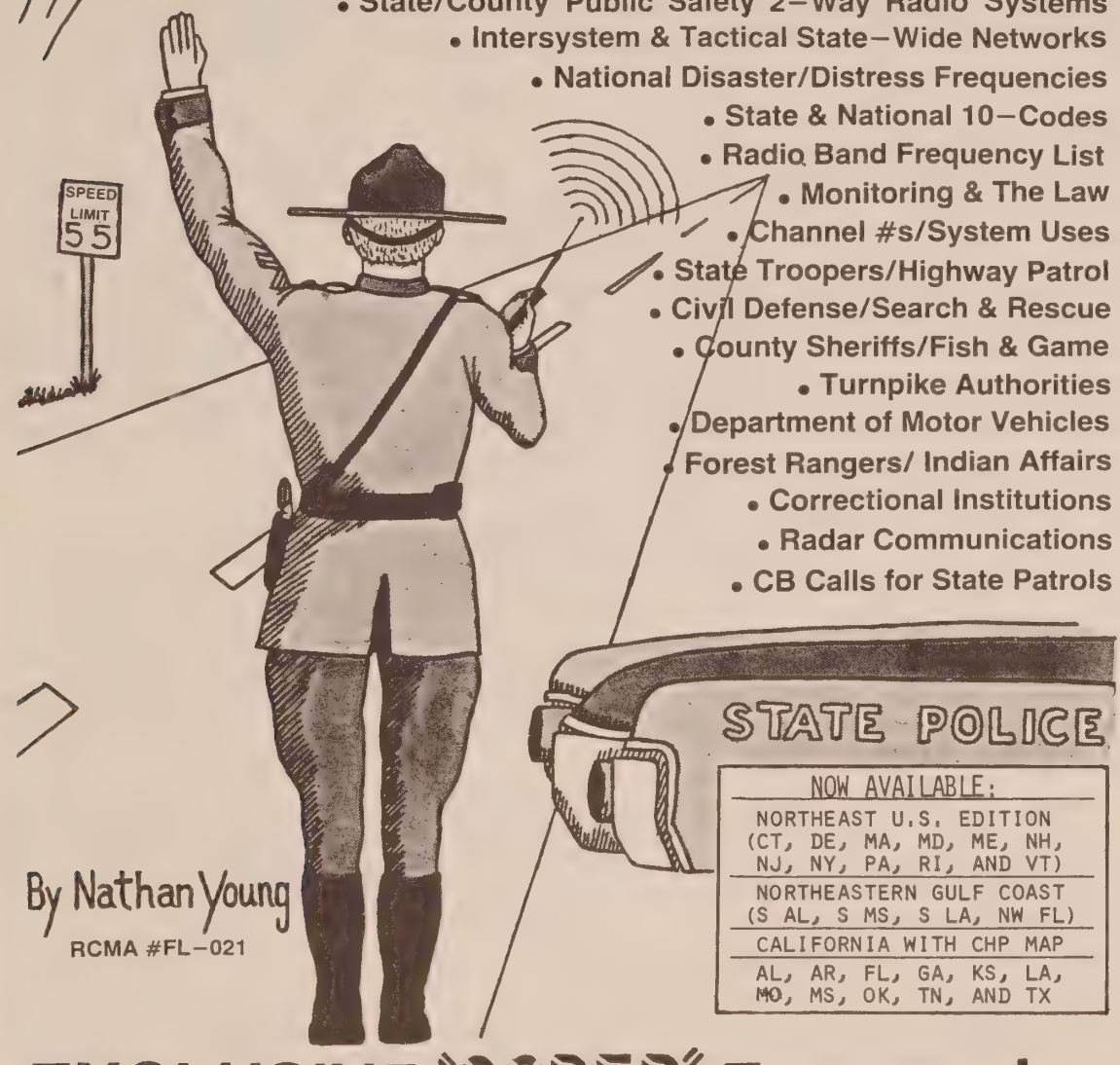
- Department of Motor Vehicles
- Forest Rangers/ Indian Affairs
- Correctional Institutions
- Radar Communications
- CB Calls for State Patrols



By Nathan Young
RCMA #FL-021

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DEALER INQUIRIES ARE INVITED

FEDERAL GOV'T and ☆ MILITARY ☆

Robert B. Grove, Editor

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to: Robert B. Grove, Route 1–Box 156, Brasstown, NC 28902. Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

EXPANDING YOUR HOBBY

Many of us would like to expand our listening horizons but are not sure just where to turn. What new listening targets might be of interest? Where do I get receivers for other ranges? Are there clubs and publications that would whet my appetite?

I strongly recommend you send an inquiry to ANARC (Association of North American Radio Clubs), 557 N. Madison Ave., Pasadena, CA 91101.

ANARC is not a single club, it is an association of dozens of clubs, each catering to particular tastes in radio reception. RCMA is one of the fine member clubs registered with the association. Other clubs cater to shortwave, longwave, TV and broadcast DX'ing, and other tastes as well. Write to them today - - you won't be disappointed!

POCKET PROGRAMMABLE SCANNER FINALLY HERE!

After years of intensive development, Electra has finally released their BC100 pocket programmable. Besides it's small size, without a doubt the most exciting feature for readers of this column is the frequency range which includes 138 - 174 and 406 - 512MHz as well as the usual 30 - 50MHz lowband. List price of $449.00 will probably be discounted substantially by mail order firms. A September production date is scheduled at this writing.

MILITARY GOING DVP?

One of our Kansas members sends a startled bit of information which he received from a Motorola representative who states that the entire US Air Force is in the process of obtaining a new communication system equipped with digital voice protection. The system would be used strictly for base/mobile ground units, not for airborne communications.

OVER AND OUT? ROGER, WILCO? NEVER!

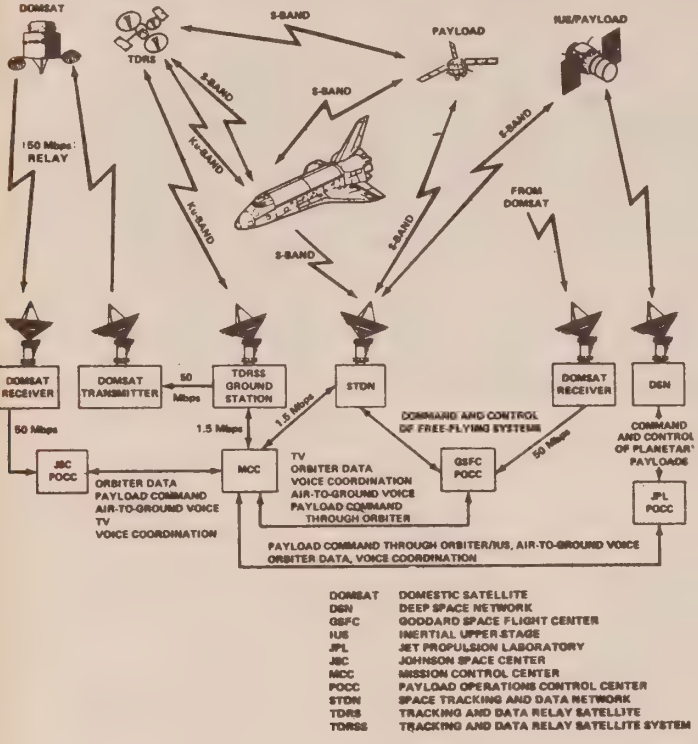
Jeff (GA-027), now in the Army, sent a neat little publication from the Army which states that "over" means "end of my transmission and back to you ; "out" means end of transmission, no response expected. They are never used together. Similarly, "roger" means "message received", while "wilco" means "message received and we will comply". Again, they are never used together. So much for the late-night war movies!

LICENSE-FREE COMMUNICATIONS BANDS.

Mike (MA-066) notes the existence of the 49.83 - 49.89MHz band as available for all modes of communications, low power, with no license required. Several of these bands exist, but this one is of particular interest to scanner listeners. At present, toy walkie-talkies, cordless telephones and model airplanes are all that are generally found in this frequency range. Anyone out there ever heard anything interesting?

NASA PROGRAM ROASTED BY INSPECTOR GENERAL

Excessive costs of nearly 1 billion dollars are cited by Senator William Proxmire (D-WI) for his "Golden Fleece" award to that agency last May. The slap of the wrist relates to the tracking data relay and satellite system (TDRSS), due for a launch in January 1983 and intended to supplement space communications with ground-based tracking stations.



NASA HF Ground Support

2622kHz (booster recovery vessels)
5810 " " "
11407 " " "
5190 (tracking ship Vandenberg)
7675 (cape communications)
6708 (chase aircraft)
6896 " "
7461 " "
7765 " "
20191 (Ascension Island tracking)
20186 " " "
11205 (Pacific support)

Illustration: Courtesy of Electronic Engineering Times

Space shuttle communications.

We would like to thank the members of the RCMA Miami group for the following list of VHF/UHF frequencies monitored during the initial space shuttle "Columbia" maiden orbital flight.

148.455 recovery ships
148.485 launch control status reports
149.175 crawler communications
162.6125 launch support "Alpha Control"
165.1875 check-point network
163.4875 Kennedy Space Center security
165.6125 unknown
165.895 unknown (unlikely allocation . . ed.)
170.150 press news center
170.350 dial paging
170.400 GSA vehicle maintenance
171.000 parking detail "Bravo control"
171.150 fuels systems "Nova" units
171.2625 recording control for camera crews
173.175 security frequency 2, roadblocks/checkpoints
173.4375 EMS squads (and emergency egress . . . ed.)
173.5475 unknown (probably Air Force maintenance . . . ed.)
173.5625 fire rescue (and primary emergency egress . . . ed.)
173.6875 security frequency 1; astronaut van escort
173.7875 fire frequency 2 (and back up emergency egress . . . ed.)
408.150 unknown (nationwide shuttle net pr/w 408.800 . . . ed.)
416.150 unknown

Many thanks to the Miami group for compiling this excellent guide for space center listening during the launch of the Columbia. Yes, I know, I called it the "Enterprise" in an earlier article - - - force of habit!

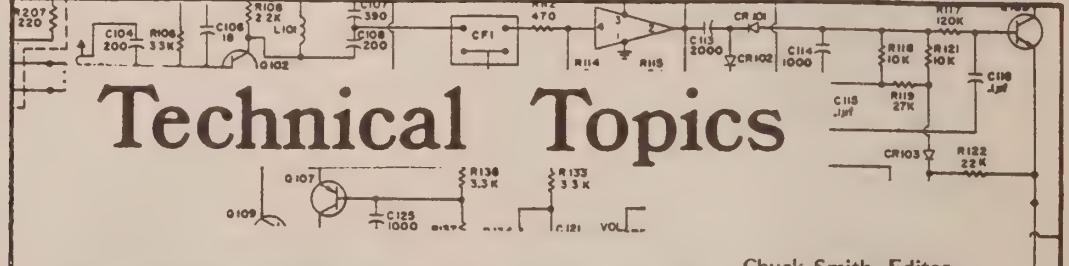
In addition, the following UHF air-to-ground channels are allocated for aircraft in the Patrick Air Force Base area.

294.6 "Barracks 9"
236.6 Air Force tower
335.8 Patrick ground control
348.4 Patrick tower
340.9 Patrick departure control
393.0 CK/skid tower
264.8 "Thinker 1"
294.6 "Variety 1"
296.8 Space shuttle voice communications
252.8 Air recovery rescue squadron
381.8 Coast Guard
282.8 Coast Guard Search & Rescue
255.4 Flight service station
344.6 Patrick weather
372.2 Base operations
284.1 Tower
358.3 Patrick approach control
369.2 Patrick ground control approach
297.2 " " " "
378.8 " " " "
372.8 " " " "
383.0 Patrick operations
257.8 Melbourne control tower
384.4 " " "
269.3 Miami air traffic control (Melbourne)
269.4 Freeport approach control
255.4/305.4 Direction finding
282.0 Coast Guard air to ground (secondary)
263.0 Jacksonville air traffic control (Daytona)
385.6 Jacksonville air traffic control (Gainesville)
307.0 Orlando approach control
284.7 Orlando departure control
292.2 Avon Park control

PRIME LISTENING FREQUENCIES FOR THE COLUMBIA

Many hobbyists reported listening to the exciting down-link communications from the space shuttle during it's test flight this Spring. Simple antennas were all that were needed for good quality reception. The primary air-to-ground frequency (UHF backup for S-band down-link) is 296.8MHz (AM). 259.7MHz (secondary) was never reported. Chase aircraft use 121.75MHz. During later scientific missions which are engaged in extra-vehicular activity, space suit transmissions will be on 279.0 - - but their tiny 1-watt transmissions will be relayed to earth on 296.8MHz!

For the purists who wish to separate the primary voice communications from the rest of the S-band multiplex mire, listen in on 2287.5MHz (FM). A good tracking dish will be necessary for reliable reception.



Technical Topics

Chuck Smith, Editor

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to: Chuck Smith, 4901 Heil Avenue, No. 3C, Huntington Beach, CA 92649.

NO COLUMN THIS ISSUE

CANADA

Send Canadian frequency information, radio system details, other information relating to Canadian monitor radio listening, and questions to: Robert Berezowski, 5832 Dalhousie Drive NW, Calgary, Alberta T3A 1T1 Canada.

To start off with this month I have a newspaper clipping from Burt(CAN-011). It concerns the new OPP communications system that is being installed. I do not know which paper it came out of. The article is titled "Provincial Police plan communications change."

"St. Thomas(Bureau)--Jury recommendations from a coroner's inquest last week that communication between city and provincial police be improved had been planned well before the incident which sparked the inquest.

George Krautner died April 12, felled by a city police officer's shotgun blast ending a five-hour chase and search involving the two police forces. After a three-day inquest into Krautner's death last week, the jury commented on the poor communications between the departments.

Police were sometimes forced to relay messages to each other through their dispatchers because they didn't have access to a common radio frequency.

Krautner originally was chased by the OPP, but escaped after a brief gun battle near the St. Thomas drive-in. He later was seen in the city and chased by the municipal force before dying as he raised a rifle to shoot a city officer.

An OPP spokesman in Toronto said Monday the communication problems could have been averted with the new system scheduled to go into use in early 1982 as part of a more than $2 million centralized dispatch overhaul of the OPP communications network.

St. Thomas OPP operate within OPP District 2 based in London, one of the first in the province along with Chatham and Burlington to be changed. Access to the radio channel is only one feature of the update.

Dispatchers no longer will operate out of detachment headquarters, but will be moved to London. The London district changes will include detachments in St. Thomas, Dutton, Port Burwell, Tillsonburg, Woodstock, Glencoe, Strathroy, Lucan and London.

St. Thomas OPP do not have access to a frequency for communication with municipal police departments. When OPP in the area go to centralized dispatch in 1982, however, city and provincial police departments will be able to contact each other for assistance.

The communication network will be available only to larger municipal forces which in turn have access to the municipal channel. St. Thomas and Aylmer police departments are among the forces able to use the channel."

If you can read between the lines, there is some good information there. Thanks Burt, I know a lot of members will appreciate the above article for making educated guesses.

The following information for B.C. has been provided by Lloyd CAN-059.

Prince George	Police	Dispatch	Ch. 3	155.130
		Tactical	Ch. 4	155.295
		Highway Patrol	Ch. 2	155.670
		Drugs		155.640
Prince George Area	RCMP Repeaters	A	155.985 /	155.325
		B	155.880 /	155.175
		C	155.595 /	154.905
		D	155.700 /	154.950
Prince George	Fire Dept.			155.910
	Ambulance			149.680
	Public Works			153.710

Prince George	Taxi			162.870
Vancouver Island RCMP	Nanaimo (Mt Horn rptr)	C	(R)	140.310
	Nanaimo (city dispatch)	B	(R)	140.370
	Courtenay	A	(R)	140.400
	Colwood Dispatch		(R)	140.610
	Nanaimo Info	2		141.180
	Nanaimo	5		141.300
West Vancouver	City Police (Old freq)	151.325 /		150.755
	(New freq)	141.900 /		140.550

Are you interested in corresponding with other Canadian members? Doug(CAN-041) is organizing another edition of a sociable Canadian members directory. Only members in the directory will receive a copy and members outside of Canada wishing to correspond with Canadian members are welcome to write in. All that is needed is to send Doug the following information:

1. Name (a real toughie-ed)
2. Address
3. Membership ID number
4. Monitoring interests(for example, which columns you like)
5. Methods of correspondance (letter, phone, tape, personal)
6. Equipment used
7. Any other clubs you belong to

You should send the above information along with a self-addressed stamped envelope to the following address:

Douglas C. McDougall (CAN-041)
Apt. 1 2428-14 St. SW
Calgary, Alberta T2T 3T6

Chris (CAN-061) has sent in a rather lengthy article on an experimental satellite rescue program. The article is too lengthy to print in its entirity, so I will pass on the most important points. The article is a wire story from Broadcast News.

The program is a joint venture between Canada, the US, France and the Soviet Union to find missing aircraft and ships using the Emergency Locator Transmitter fitted on all aircraft and some ships. "Sarsat" satellites will pick up the beams and using a grid system, will determine the location of the beam to within 20 kilometres. The first launch will take place in mid-1982, with the others to follow at regular intervals over the 15 month experimental period.

Any member wanting additional information can write to me and I will supply the information. This new system will, if the tests are successful, greatly reduce the time necessary to locate a ship or aircraft that is in trouble.

Now I'll continue the list from Eric(CAN-046) for the Toronto area.

Toronto International A/P	Tower	118.700
		118.000
		122.500
	Ground	121.900
	Automatic Terminal Information Service	126.300
	VFR Advisory	119.300
Toronto Island A/P	Tower	118.200
	Ground	121.700
Markham Airport	Unicom	122.800
Maple Airport	Unicom	122.800

I've sent the other parts of Eric's list to other column editors. Thanks for the information Eric and I hope you will send in some more.

Jim(CAN-055) sent in the following list for the maritimes and Alberta:

CN Ferry (Borden NB to PEI)	Ch. 1	160.725
	Ch. 2	160.920

PEI Dept. of Highways			171.660
Summerside PEI	Police XJJ-70		155.010
RCMP	Summerside to Charlottetown	(R)	155.880
	Alberton	(R)	155.940
	Alberton	(R)	155.640
	Local channel		155.670
Kensington	Police		154.220
Dept. of Fisheries			154.220
Canadian National RR			161.025
	Control Link		154.540
Charlottetown Coast Guard			156.800
Marine Weather Broadcast			162.400
Charlottetown Paging System			149.770
Summerside Airport	Tower		120.200
	Approach		134.100
Camrose, Alta.	Camrose Veterinary Centre		158.310
	Police		154.040
			154.725
	Fire		151.175
	Ambulance		155.280
	Public Works		151.835
	Calgary Power		139.005
			139.140
			140.400
	Canadian Western Natural Gas		B153.590
			M154.310
	Rosetown Hospital Paging		159.030
	RCMP B	(R)	155.580
	A	(R)	155.430
	C	(R)	155.700
	2		155.670
Fort Saskatchewan, Alta.	Ambulance		158.760

I'm afraid that's all for this month. I have to cut it short because of final exams I have coming up (remember this is being typed up in June). Until next month, happy monitoring.

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Shortwave Utility

Chris Devendorf, Editor

This column is for reporting RTTY, CW, MCW, SSB, AM and FAX reception reports, explanatory notes, articles, and questions related to frequencies below 30 MHz. Services covered in this column will be military, civilian aeronautical, coastal/maritime, SSB broadcast feeders, government, beacons, weather, voice markers, time/frequency stations, etc.—essentially everything except broadcast, CB, and amateur radio. Send to: Chris Devendorf, P.O. Box 6002, Laguna Niguel, CA 92677. If you need a Shortwave Utility report form, please inclose a SASE with your request.

ATTENTION UTILITY COLUMN READERS! Due to several new personal commitments, I will have to give up the editorship of this column in the near future. If you would like to become the new editor, or edit a portion of this column, contact me thru the P.O. box.

INTERCEPTS

Contributor:		Primary Receiver	RTTY Converter
Mike Agner	MA-66	R4B	Kantronics
Bill Blomgren	IL-20	SSR-1	Info Tech
Chris Devendorf	CA-OR-50	DR-33C	Info Tech
Ron Pokatiloff	IL-83	ICF-2001	
Al Ricciuto	NY-150	DR-22	
Rickey Stein	NJ-1	FRG-7000	Info Tech
Len Stock	CO-25	FRG-7000	

VOICE

5638	A3H	5-28	0322	GANDER, Nfld wkg QT4Ø21 (Tampa Airlines)	AR
5659	A3H	6-4	0232	AMSTERDAM, Holland wkg KLM612 (LDOC)	AR
5696	USB	5-6	0629	COMSTA SAN FRANCISCO wkg CG 15Ø3	RP
5700	USB	6-19	1349	GO1Ø wkg ELAINE w/ RTTY traffic	LS
6617	A3H	5-25	0415	BRAZZAVILLE, Congo VOLMET	AR
6756	USB	5-19	0100	ANDREWS, MD wkg APPROVAL	BB
6991	LSB	6-19	0144	BROADWAY CONSUMER 58Z (Bullhead City, AZ) wkg 53M	LS
7916	USB	6-1	0111	SENSOR ALFA wkg 3 MASON ALFA w/ traffic	LS
8212	AM	4-26	0603	SPY STATION: SS YL 5-digit groups	RP
8731.3	USB		0553	CAPETOWN RADIO, S Africa, EE/OM voice mkr	RP
8826	A3H	5-27	0320	KANO, Nigeria wkg UTA 732	AR
	A3H	6-1	0251	ALGIERS, Algeria wkg ALITALIA 568	AR
	A3H	6-8	2323	KANO, Nigeria wkg ANGOLA 62Ø	AR
	A3H	6-14	0310	LIMA, Peru wkg AERO PERU 62Ø	AR
	A3H	6-16	0318	NIAMEY wgk 65Ø1	AR
	A3H	6-21	0306	SANTIAGO, Chile wkg LAR CHILE 14Ø	AR
8847	A3H	6-21	0352	SANTA CRUZ, Bolivia wkg CLIPPER 454	AR
8875	A3H	5-30	0458	ATHENS, Greece clg CAIRO AERADIO	AR
8882	A3H	6-2	0155	DAKAR, Senegal wkg CARGOLUX 872	AR
8905	SSB	6-9	0120	Unid YL giving aero wx about storms in Montreal area	MA
8910	A3H	5-29	0132	CHURCHILL, Canada wkg ASCOT 2272	AR
	A3H	6-3	0442	CAMBRIDGE BAY, Canada wkg EMPRESS 374	AR
8914	A3H	6-12	0507	JOHANNESBURG, S Africa wkg SPRINGBOK 261 (LDOC)	AR
8917	USB	6-12	0338	LOCKHEED LA wkg 121Ø w/ radio check	LS
8958	A3H	6-2	0319	BARRANQUILLA, Columbia wkg SAN ANDRES AERO	AR
8964	USB	5-12	0700	HICKAM, Hawaii w/ code	RP
8967	USB	5-12	0702	LAJES, Azores with code	RP
8989	USB	5-27	0100	MAC DILL, Florida wkg SAM 24127	AR
9007	LSB	5-10	2235	ANDREWS, MD wkg AMOS	BB

	USB	5-17	2000	ANDREWS, MD wkg ELECTRIC and COWORKER	BB
9016	USB	6-22	0145	BEST Ø1 clg RAYMOND 7 and SCOTT (prob 9014 mike)	MA
9018	USB	5-10	2230	ANDREWS, MD wkg AMOS	BB
	USB	5-11	2340	ANDREWS, MD wkg NAVY 44857	BB
	USB	5-18	2025	ANDREWS, MD wkg SPAR 6Ø	BB
	USB	5-24	1950	ANDREWS, MD wkg TROUT 98	BB
9023	USB	6-13	0109	ARIZONA PETE (NORAD Luke AFB) wkg FLYBALL (AWACS)	CD
10069	A3H	5-23	0442	BERNE, Switzerland wkg TWA740 p/p to PARIS Dispatch	AR
10493	USB	6-17	1825	WGY9Ø5 (FEMA) testing	LS
11176	USB	6-22	0150	Aircraft 40651 clg ALBROOK, Canal Zone	MA
11198	USB	6-10	0105	Moscow VOLMET?? RR wx bcst	MA
11203	USB	6-2	0113	RAF WEST DRAYTON with OM wx (Should be 11200 Mike)	MA
11220	USB	6-11	2313	LAPEL 24 wkg RANCHMAN via COUNTY (SAC exercise)	CD
11233	USB	6-17	0112	LAHR MILITARY, Germany w/ relay to ST JOHNS	MA
11243	USB	6-2	0115	IRONCLAW with tactical info (SAC-ALFA)	MA
12242	AM	5-6	0424	SPY STATION: YL EE 4-digit groups	RP
13165	USB	6-17	0146	Gen Pacheco Radio, Argentina w/ OM-EE/SS vm	MA
13178.3	USB	6-2	0103	FFL61 St Lys Radio, France w/ music mkr & OM ID	MA
13211	USB	5-26	1715	GUNMETAL wkg DEVIL FOX and DOGLEG	BB
13215	USB	6-9	0055	ANDREWS, MD w/ p/p to Pretoria, S Africa	MA
13247	USB	5-10	2235	ANDREWS, MD wkg AMOS	BB
	USB	5-18	2025	ANDREWS, MD wkg SPAR 6Ø	BB
	USB	5-24	1950	ANDREWS, MD wkg TROUT 98	BB
13250	USB	5-26	0120	UNID-poss fishing boats, talk of fishing policy a lots of 4-letter words	BB
13328	A3H	5-22	1438	NEW YORK, NY wkg COLUMBIAN AIR FORCE 1ØØ3	AR
14279a	USB	6-3	0213	SPY STATION: 5-dbl digit groups in EE by YL with FF accent, also tones	RS
14744	LSB	6-1	1446	LIBRARY wkg CROSS CURRENT w/ traffic	LS
17595	AM	6-14	0130	SPY STATION: YL/EE repeating OLR2 phonetically	MA
18666	USB	6-1	2040	ATLAS wkg unknown aircraft w/ phone patch	BB
20130	LSB	6-11	2103	UNID: several 5-counts in EE, no other traffic	CD
20191	LSB	5-26	2241	ONE (Patrick AFB) wkg CAPE RADIO w/ equip check	LS
22737	LSB	6-10	2236	WHISKEY wkg LIMA w/ equip check	LS
22995	LSB	5-26	2231	SEVEN (Grand Turk Is) wkg TWELVE (Ascension Is)	LS

MORSE

7704.5	CW	6-13	0100	AOK NAVCOMMSTA ROTA, Spain with QRU tape	MA
8630	CW	6-6	0105	WCC RCA Chatham Radio, MA w/ V marker	MA
8672.5	CW	6-5	0050	DAF Norddeich Radio. Germany V marker	MA
8692	CW	6-5	0100	EAD3 Aranjuez Radio, Spain , CQ tape for EAD3/EDZ4	MA
9015.8	MCW	6-8	0100	"N" beacon	MA
9935	CW	6-7	0035	FUF Fr Navy Martinique w/V marker clg FAAN	MA
13011	CW	6-2	0050	WNU TR&T Slidell Radio, LA w/ V marker	MA
13076.5	CW	6-9	0035	HKB Barranquilla, Columbia w/ V marker	MA
15982	CW	6-2	0045	CKN Vancouver Military, Canada w/ V marker	MA

RTTY

6355	100/850	6-28	0330	NMC Comsta San Francisco wkg NC15Ø3 (HC-130)	CD
7821.1	100/	6-8	0205	KWS78 US State Dept Cyprus w/ RY test	MA
9890	100/850	6-7	0040	CFH Halifax Military, Canada w/ aero wx	MA
11417	66/ R	6-8	0113	AP news in SS	MA
13510	100/850	5-3	1644	CFH Halifax Military with EE wx	RS
13529.6	66/	6-8	0155	RVM53 Moscow w/ aero wx	MA
13624	100/850	5-3	1709	WBR70 Miami, FL with coded weather	RS
13829.5	66/425R	5-17	2105	MKG RAF London, England with RY test	PS
13850	66/425R	5-10	1755	4XA83 PTT Tel Aviv, Israel testing w/ Moscow	RS
13991.5	100/ R	6-2	0110	VOA news service, ID "ATTN VoA Nx Africa Desk"	MA
14565.3	66/	6-14	2010	Prensa Latina with EE news, then SS news	MA
15710	100/ R	6-14	0100	KWS78 US State Dept Cyprus w/ RY test	MA
16205	66/850	6-7	0100	STK Khartoum, Sudan with RY test	MA
19100.2	66/850R	5-17	1443	FDX Fontainbleau, France w/ coded msg	RS
20126a	66/425	5-10	2001	RADIOSTAMPA Rome, Italy w/ RY/Fox test	RS

20318.5	66/425	5-10	2100	WEY35 AFP New York RY/QRA tape	RS
20330	66/425R	5-17	1439	MKD RAF Akrotiri, Cyprus w/ RY/Fox Test	RS
20535	66/425	5-3	1725	Jeddah, Saudi Arabia (SNA) AA news	RS
20560	66/425R	5-3	1717	Tripoli, Lybia (JANA) with EE news	RS
20601.4	66/425R	5-3	1715	MKD RAF Akrotiri, Cyprus, RY/ Fox Test	RS
20805	66/425	5-17	1436	9KT381 KUNA Huban, Kuwait, AA news	RS
20979a	66/425	5-17	1434	RADIOSTAMPA Rome, Italy with RY/Fox test	RS
21789.5	66/425	5-17	1441	9KT383 KUNA Huban, Kuwait, AA news	RS
21823.5	66/425	5-3	1734	FTU31A/H3 AFP Paris, Frnace, PP news	RS
21851a	66/425	5-3	1737	?? AA poss news or poss MFA	RS
21940	66/425	5-3	1838	7AX99 Algiers Metro?? 5-digit wx code	RS
22067.5	66/425R	6-5	1610	CCS Navy Santiago, Chile w. Naval Press Bulletin	CD

ASCII use on HF: Rickey Stein reports hearing 110 baud ASCII on 5-13 at 0110Z. This was the ARRL bulletin on 3624 transmitted by W1AW. He says this is the first ASCII he has found & decoded.

VHF Marine

Rod O'Connor, Editor

Send information, articles, frequencies and how they are used, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to: Rod O'Connor, USCG Group, 259 High Street, South Portland, Maine 04106.

A couple of interesting charts have been sent in by members during the past few weeks, and I am pleased to share them with you.

The first chart of Canadian Marine frequencies was sent by ERIC (CAN-046) to Canadian Editor ROBERT (CAN-009), who in turn relayed it to me. Sorry about tye delay Eric, but here it is. This should give listeners along the Great Lakes something good to listen to.

The second chart was furnished by FRANK (MO-14) and details sites of VHF sites along the Inland Waterways.

News of the new VHF Marine Band allotment has been received with great interest. George DuBois' article in the JULY 81 Newsletter is the best description of the new assignment I have seen to date. Present plans are for the 216-220 mhz system are only over the Inland Waterways System, although perhaps in the future they will be extended to the East or West Coast. It is highly unlikely the Canadian Government would approve of it's use near the Great Lakes, and U.S. border regions. It proves to be an interesting development. Now, if we could get a scanner on the market which could cover this band.

In local news:

All units in the First Coast Guard District (ME, NH, MASS, and RI) are now prohibited from acknowledging requests by boaters for "Radio Checks" on VHF Channel 16 (156.80 mhz) the International Distress and Calling freq. This command

has been long overdue, and welcommed by every Coast Guard radio watchstander I know. For those familiar with the summer congestion on the distress frequency, it can often be a futile attempt to raise the CG, or any other unit in an emergency. The constant, nearly continuous chorus of vessels calling the CG for "Radio Checks" is a constant threat to the proper function of a distress and calling channel. The annoying habit goes back to "CB" and shows how such sloppy, inconsiderate radio usage can ruin the intended purpose for Channel 16.

I am curious if other listeners around the country have observed this trend. Although the waters around Boston Harbor seem to be about the worse, as far as interference and congestion go, here in New England, I imagine that the airwaves are full around other large cities. also.

TORONTO, HAMILTON & NIAGRA REGION MARINE FREQUENCIES

From ERIC (CAN-046)

VBG TORONTO COAST GUARD

CH.

16. 156.800- DISTRESS & CALLING

26. 157.300(SHIP),161.900(PORT),GOVERNMENT COAST STATION AND SHIP TO SHORE TELEPHONE.(FIRST CHOICE)

27. 157.350(SHIP),161.950(PORT),GOVERNMENT PORT STATION (SECOND CHOICE

24. 157.200(SHIP),161.800(PORT),GOVERNMENT PORT STATION (THIRD CHOICE)

83A.157.175-COAST GUARD CUTTER OPERATIONS

06. 156.300- SHIP TO SHIP

PLEASURECRAFT

68. 156.425- INTERSHIP, MARINAS &YACHT CLUBS(ALL AREAS)

70. 156.525- SHIP TO SHIP (NON-COMMERCIAL))

72. 156.625- SHIP TO SHIP(COMMERCIAL & NON-COMMERCIAL)

WEATHER/MARINE INFO

21. 161.650- COBOURG & ORILLIA

83B.161.775- FONT HILL

HAMILTON HARBOUR

CH.

16. 156.800-DISTRESS & CALLING

12. 156.600-HARBOUR TO SHIP

06. 156.300-SHIP TO SHIP

BURLINGTON BRIDGE

CH.

16. 156.800- DISTRESS & CALLING

12. 156.600- SHIP TO SHIP

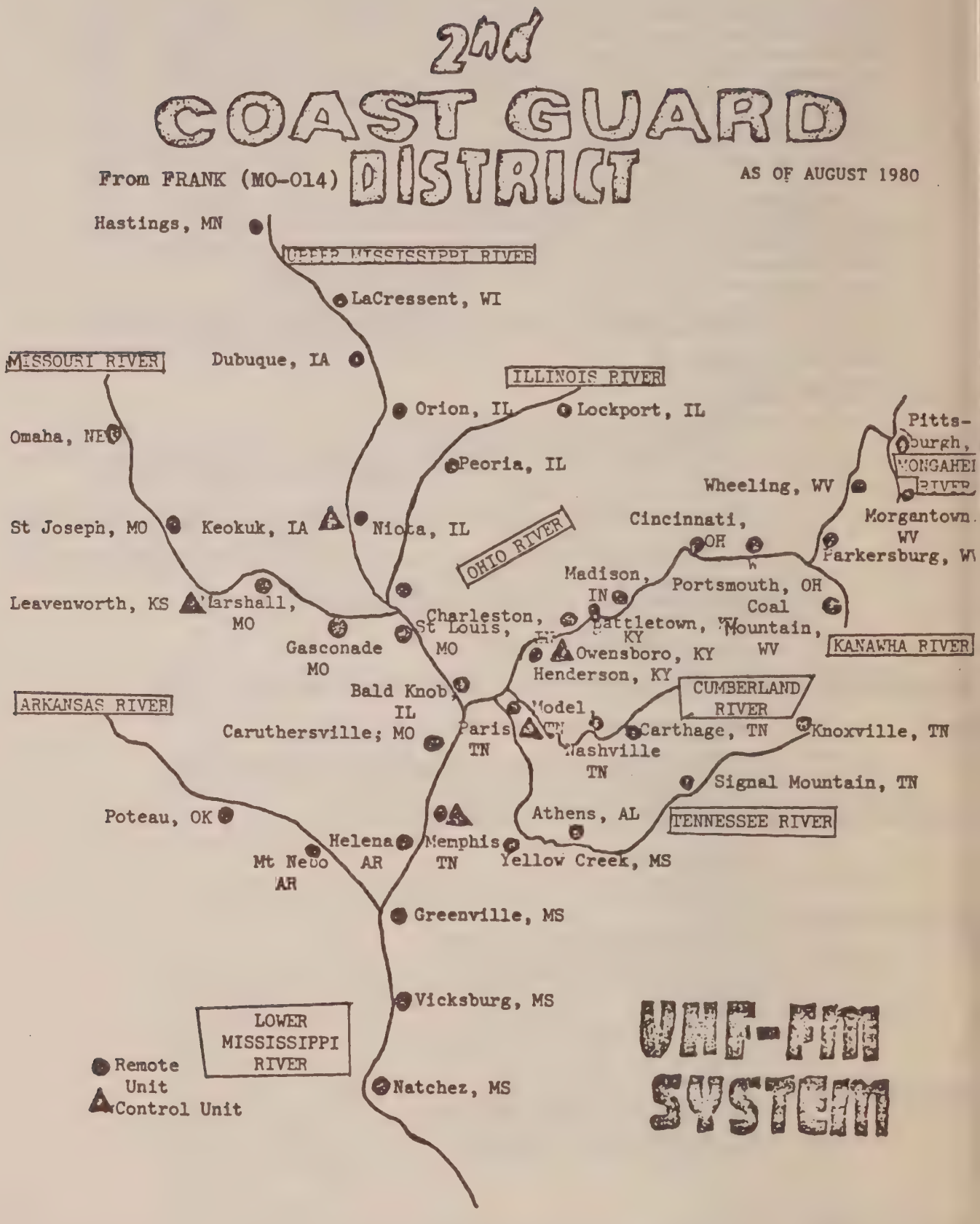
WELLAND CANNAL & ST. CATHARINES

CH.

16. 156.800- DISTRESS & CALLING

12. 156.600- CANAL TO SHIP

06. 156.300- SHIP TO SHIP


2nd
COAST GUARD
DISTRICT
From FRANK (MO-014)
AS OF AUGUST 1980
Hastings, MN
UPPER MISSISSIPPI RIVER
LaCressent, WI
MISSOURI RIVER
Dubuque, IA
ILLINOIS RIVER
Orion, IL
Lockport, IL
Omaha, NE
Peoria, IL
Pitts-
burgh,
MONONGAHELA
RIVER
Wheeling, WV
St Joseph, MO
Keokuk, IA
Nioca, IL
OHIO RIVER
Cincinnati,
OH
Morgantown
WV
Parkersburg, WV
Madison,
IN
Portsmouth, OH
Coal
Mountain,
WV
Leavenworth, KS
Marshall,
MO
Charleston,
Battletown, KY
KANAWHA RIVER
Gasconade
MO
St Louis,
MO
Owensboro, KY
Henderson, KY
Bald Knob
IL
CUMBERLAND
RIVER
ARKANSAS RIVER
Caruthersville, MO
Paris
TN
Carthage, TN
Knoxville, TN
Nashville
TN
Signal Mountain, TN
Poteau, OK
Athens, AL
TENNESSEE RIVER
Helena
AR
Memphis
TN
Yellow Creek, MS
Mt Nebo
AR
Greenville, MS
Vicksburg, MS
LOWER
MISSISSIPPI
RIVER
Remote
Unit
Control Unit
Natchez, MS
VHF-FM
SYSTEM

MICHAEL G. REDMAN MO 002 ..... ☐

Statement: I am opposed to the printing and discussion of sensitive Federal frequencies in the newsletter. I am infavor of candidates for office from outside of Southern California to give other parts of the country a greater voice in RCMA Operations. While I favor the recent good publicity RCMA and 'scanning' have gotten in major publications, I am opposed to linking the hobby of monitoring with the misuse and widespread abuse of citizens band radio. I shall strive to keep the hobby of monitoring from being exploited by the media (ex.- a crime TV series or movie shows how a 'scanner' can be used to foil the police). I do not want to see monitoring go down the tubes like 'CB' has done. We also don't need things like RCMA ID cards, T-shirts, pens, pencils, decals, logbooks, or tankards. The RCMA is an entirely professional association of monitoring hobbyists, and the RCMA Logo should be protected as such. While I am basically opposed to commercial advertising in the Newsletter, I realize it is necessary to help keep it in operation. Ads have always been tastefully done. But when an advertiser says "We don't want to run ads in your paper because one of your columnists cuts us down.", then I'll tend to side with the columnist and tell the advertiser to look elsewhere. We don't want the advertisers to run the paper. If you agree with these general concepts, I'd like your vote!

JOE FREEZON CALA031 ..... ☐

Statement: None submitted.

LARRY A. SMITH MI 001 ..... ☐

Statement: None submitted.

BALLOT

The following RCMA members are running for the position of President of RCMA. The individual receiving the most votes will become President, the individual with the next highest vote becomes First Vice President and the individual with the third most votes becomes Second Vice President.

To cast your ballot do the following:

1. Vote for one person only.

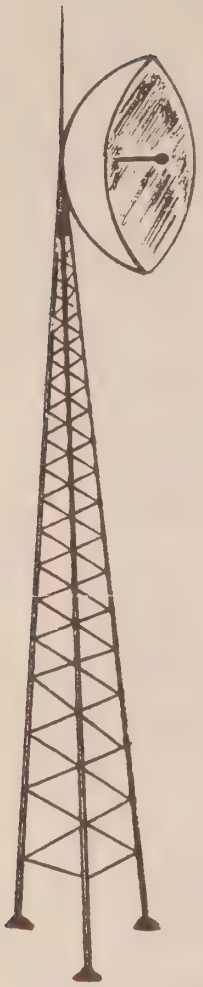
2. Place your ballot in a sealed envelope with no markings on the outside.

3. Place the envelope from step 2 in another envelope, write your RCMA ID number across the seal and mail to:

RCMA Elections
P.O. Box 4563
Anaheim, CA 92803

Ballots will be counted at the October 6th R.M.C.A. Working Session at the Anaheim Branch Library 1349 South Euclid, Anaheim California 7:30 PM. Results will be in the November Newsletter.

MICHAEL G. ~~REDMAN~~ MO 002 .....



Orcutt & Hussey Communications
P.O. Box 216
Florence, MA. 01060

PAID ADVERTISEMENT

Bearcat (Electra Corp.)

BC-300 50 Ch. programable w/service search & Aircraft	$354.95
BC-250 50 Ch. programable w/store & recall	$269.95
BC-220 20 Ch. programable w/aircraft band	$269.95
BC-210XL 18 Ch. programable	$220.00
BC-160 16 Ch. programable, AC only	$199.00

Bearcat (Crystal type)

BC-12 10 Ch. 5 band AC/DC w/priority	$129.00
BC-6LH 6 Ch. high/low AC only	$ 99.00
BC-5 8 Ch. 4 band AC Only	$105.00
BC-3L 8 Ch. low band AC only	$107.00
BC-3H 8 Ch. high Band AC only	$107.00
BC-3U 8 Ch. UHF band AC only	$107.00
BC-E 8 track high. low scanner	$ 65.00
BC-11 Weather monitor w/alert	$ 60.00

Bearcat Handheld/Pocket scanners

BC-4-6TS 6 Ch. 4 band thin scan	$139.00
BC-2-4TS/LH 4 Ch. low/high band thin scan	$119.00
BC-2-4TS/HU 4 Ch. high/UHF band thin scan	$119.00
BC-2-4AC 4 Ch. aircraft/UHF band thin scan	$ 69.00
BC-SP-U/T4 4 Ch. UHF/T band pocket scanner	$ 69.00
BC-2-4LH 4 Ch. low/high band pocket scanner	$109.00
BC-2-4HU 4 Ch. UHF/high band pocket scanner	$109.00

Bearcat Accessories

SP-50 AC adapter for pocket scanners	$ 8.95
SP-51 Battery charger for pocket scanners	$ 8.95
SP-52 Carrying case for model SP pocket scanners	$12.95
SP-57 Carrying case for 2-4 thin scans	$12.95
SP-58 Carrying case for 4-6 thin scans	$12.95
B-4 Set of Nicad 4AA batteries for thin scans	$12.95
BC-B5 Memory battery for Bearcat 210	$ 2.95
B-45 External speaker w/ cable and pin plug	$16.95
FB-E Beaty Bearcat frequency book for eastern US	$12.95
FB-11 Beaty Bearcat frequency book for western US	$12.95

NEW ____ BC-150 10 Channel programable scanner $184.00

PAID ADVERTISEMENT

Regency Programables

K-500 Has been discontinued (see bottom of page)
M-400 30 Ch. & 545 service search _____ $249.00
M-100 10 Ch. programable _____ $200.00
K-100 10 Ch. programable _____ $190.00
720-A 16 Ch. programable Aircraft only w/priority _____ $210.00
NEW! — R-1040 10 programable internaly AC only _____ $164.99

Regency (Crystal type)

ACT/E/106 10 Ch. 3 band w/priority wood grain cabinet _____ $115.00
ACT/P/106 10 Ch. 3 band AC/DC _____ $109.00
R-804 8 Ch. 3 band AC only _____ $ 99.00
ACT/C/4LHU 4 Ch. 3 band scanner _____ $ 75.00
ACT/R/92AP 9 Ch. crystal aircraft scanner AC/DC _____ $114.95
ACT/E/8L 8 Ch. low band scanner _____ $ 59.00

Regency Pocket Scanner

NEW!! — H-604 6 Ch. 3 band slim scan w/AC adapter, charger & rubber duck $139.00
MA-506 Carrying case for H-604 _____ $ 14.95

Russell Pocket Scanner

Digi-10/LH 10 Ch. digital readout w/ AC adapter, charger & rubber duck $149.00
Digi-10/HU 10 Ch. digital readout w/AC adapter, charger & rubber duck $156.00
LCP-2 Carrying case for Russell pocket scanner _____ $ 10.00
BP-1 Replacement battery pack Nicad for Russell only _____ $ 17.95

Fanon-Courier Pocket Scanner

F-Slim-6 6 Ch. 3 band slim scan w/ rubber duck antenna _____ $137.95
CAT-6 Carrying case for Fanon slim scan _____ $ 12.95
AUC-3 Mobile adapter for Fanon slim scan _____ $ 15.95
CHB-6 Battery charger & AC adapter for slim scan _____ $ 15.95
RB-6 Set of 4 AAA Nicads batteries _____ $ 12.95

NEW — D-300 Regency 30 Channel programable scanner _____ $229.00
NEW — D-100 Regency 10 Channel programable scanner _____ $179.00
K-500 Regency available for limited time only!! This is a closeout item $225.00

Antennas

PAID ADVERTISEMENT

Antenna Inc.

60001 25-512mhz magnet mount mobile _____ $25.75
60002 25-512mhz trunk lip mount mobile _____ $23.67
60003 25-512mhz spring gutter mount mobile _____ $26.66
60004 25-512mhz 3/8 hole mount mobile _____ $22.12
60005 25-512mhz 3/4 hole mount mobile _____ $24.72
60501 25-512mhz Base station antenna _____ $21.09

Avanti

AV-801 30-512mhz Base station antenna _____ $34.95
AV-804 30-512mhz Mobile 3/8-24 _____ $28.95
AV-804M Same as above except W/Magnet mount _____ $33.95*

Channelmaster

5094 4 band base station antenna _____ $23.95
5095 Kit W/5094 ant., 5 foot mast, 50 feet coax _____ $29.95
5096 4 band mobile magnet mount _____ $26.95
5097 4 band mobile trunk mount _____ $24.95
5098 4 band mobile gutter mount _____ $19.95

Hustler

DCL Discone antenna W/50 coax & connectors _____ $29.95
DCX Discone antenna 40-700mhz. _____ $19.95
MOC Cowl mount mobile ant. _____ $19.95
MOM Magnet mount mobile ant. _____ $33.95
MOR Roof mount mobile ant. _____ $19.95
MOT Trunk lip mount ant. _____ $24.95

Antenna Spec.

MONR-31 30-512mhz ground plane base station ant. _____ $34.95
MON-26 Low/High band Preamplifier 16db gain _____ $52.95
MON-8 Low/High band ground plane antenna _____ $32.95
MON-51 Tri band 30-512mhz magnet mount mobile _____ $28.95
MONR-60 Tri band 30-512mhz Hatchback mount mobile _____ $31.95
MONR-33 Tri band 30-512mhz Roof or deck mount mobile _____ $25.95
MONR-32 Tri band 30-512mhz Trunk mount mobile _____ $27.50

PAID ADVERTISEMENT

Crystal certificates (Ntron)

Scanners	$ 3.50
Aircraft	$ 5.50
Police Call (state area or vol.#	$ 4.95
Rubber duck replacement antenna for Bearcat pocket scanners	$ 12.95
Power cord DC for Bearcat or Regency scanners	$ 3.95

Don Nobles Int.

Single inversion type unscrambler 30-512mhzs. 9V battery base or mobile	$ 49.95
P-20 Same as above except for portable pocket scanners	$ 49.95

NOW AVAILABLE!!

Orcutt & Hussey exclusively has Canadian version Regency and Bearcat programable scanners available to US residents for the very first time. These models are factory tuned to 138mhz on the VHF band and 406mhz on the UHF band. These sets also include all US bands. Makes for some very interesting Federal Government monitoring!!
Prices are in US dollars. US members add $10.00 for customs duty
Canadian members add $5.00 for shipping.
Allow 4 to 6 weeks delivery time.

Regency Canadian

K-500	Discontinued
K-100	$278.00
M-100	$291.00
M-400	$324.00

Bearcat Canadian

BC-220 (Includes Aircraft, Canadian & US bands!)	$369.00

Terms & Ordering Instructions

All factory warranties are covered fully from the date of purchase for the warranty period as described by the manufacturer, and are to be sent directly to the factory for any warranty service. All prices include shipping via UPS within the US.
Allow 10 to 14 days delivery time, 4 to 6 weeks for Canadian version scanners.
Massachusetts residents make sure to add the 5% state sales tax!

Send money order or bank check only (No personal checks please) to:
Gordon G. Newell c/o Orcutt & Hussey Communications
P.O. Box 216 Florence, MA. 01060
When ordering, be sure to give your residential or home address, not a PO Box#
UPS will not deliver to the post office box system

Railroads

Ken Fitzgerald, Editor

Send information about railroad frequencies and their uses, radio system details, tips for monitoring railroads, explanations of railroad jargon and related information and questions to: Ken Fitzgerald, 121 East Hackberry, Enid, OK 73701.

Welcome to the August "Railroads" column. In order to help with space limitations in the newsletter and allow the maximum time for new and fresh contributions to be received, the "Railroads column will be appearing every other month from now on until the situation changes. Although my job situation has not improved as rapidly as I had anticipated in the last column, very soon I should be able to answer more of the personal inquiries sent in as my free time increases.

Eddie Muro(NY-041)contributed the following frequencies as being used by the New York City Transit Authority: 160.485 Mhz, 160.515 Mhz, 161.505 Mhz, 160.305 Mhz(police), and 160,695 Mhz(police). Can anyone provide specific information on the use of each of these channels?

Marty Toomajian(IL-139) reports in the Cicero, Illinois area Burlington Northern is using the following:

F1 -- 161.100 Mhz (system road)
F2 -- 161.160 Mhz (system road and yard)
F3 -- 160.605 Mhz (hump)
F4 -- 160.335 Mhz (rip track and carmen)

Jim Baird(GA-029) writes in Chattanooga, Tennessee the Southern uses the following channels:

F1 -- 160.950 Mhz (system road)
F2 -- 160.245 Mhz (system dispatcher-to-train)
160.830 Mhz (system train-to-dispatcher)
160.500 Mhz (yard)
161.295 Mhz (hump and carmen)
161.490 Mhz (signal maintainers)

Terry Mefford(OH-036) shares with us the following Conrail frequencies in the Springfield, Ohio area:

F1 -- 160.800 Mhz (system road)
F2 -- 161.070 Mhz (system road and yard)
F3 -- 160.860 Mhz (classification yard)(system channel #3 in engines and cabooses)
F4 -- 160.980 Mhz (mechanical dept. and carmen)(system channel #4 in engines and cabooses)
160.680 Mhz (channel #3 in police vehicles, auxiliary use)
160.560 Mhz (channel #4 in police vehicles, primary use systemwide)
160.710 Mhz (channel #3 in maintenance of way vehicles, auxiliary use)
161.130 Mhz (channel #4 in maintenance of way vehicles, primary use systemwide)

There is more still to come next time from Terry and others, and please keep those contributions and questions coming in!

photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two–way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two–way related equipment of interest, Photographs must be 3' by 5' inches or larger, black and white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to: Mike Redman, P.O. Box 1177, St. Charles, MO 63301.

JAMES C. BROADBENT - MA 024
78 Squanto Road
North Weymouth, Massachusetts 02191
Telephone: 617/337-5831

June 1, 1981

Dear Mike;

I don't suppose you can please all the people all the time but after seeing the photos in the May and June Newsletter, I felt I had to write and complain.

The photo in the May issue is a little ridiculous, after all most people couldn't monitor two or three scanners at once let alone all this. The hash must be terrible and the cost! Does the guy own a scanner store?

The photo in the June issue of an antenna farm might be interesting to some, but it's commercial. I thought the photo department was for us members, not for businesses.

I'd like to send in a photo of my simple two scanner set up but I'm sure I'd be turned down for a cat lying on a scanner again or someone else who has 100 scanners and radios to monitor.

If you ever feel like giving up this column please write or call me.

Yours truly,

Jim Broadbent

We were planning to use the Spring Festival Story with photos this month, but I decided to use Mr. Broadbent's letter instead. When I accepted the photo column, I was instructed to use photographs that accomplished the following:

1. Creative monitor stations
2. Unusual monitor stations
3. Extensive antenna systems, home or commercial
4. Police/Fire communications rooms
5. Human interest in monitor stations

I think I have accomplished that and also been able to stay one step ahead of 'the other' publication. Mr. Broadbent is right that we can't please everybody, but I'd like to know how our readers feel about the type of photographs used. Are you happy with the conduct of the column? Do you want to see simple monitor stations? Let me know. If the need warrants, we'll change the column. Give me your input. It's your photos that make the column the great (I think) contribution to the Newsletter that it already is. Do we want to become like 'the other' publication and print everything? Send in your comments- especially those who have had photos printed. Were you pleased with the results?

Scanning and Scanners are gaining more and more attention in the national popular press. This is reflected by the change in format of several radio publications.

CB - MAGAZINE an old favorite of many RCMA members is now changed and is dedicated to fun radio hobbies like scanning, shortwave, DXing, radio communicating, TV/FM DXing, new products, lab tests, antenna tests.

CB - MAGAZINE is edited by Gordon West WB6NOA a long time RCMA member CAOR017 and RCMA supporter. Under Gordon's editorship the magazine is moving to the number one national publication dealing with fun radio.

Regular Subscription price is $14.00 per year, but a note the the address below mentioning RCMA should yield you a better rate.

CB MAGAZINE

The "Citizens Band" Magazine serving the user of two-way radio

PUBLISHING INDUSTRIES INC., ADVERTISING AND CIRCULATION OFFICES

112 WEST ROBINSON 405/360-6530 NORMAN, OK 73069

Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway and street maintenance, port authority/ bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional editors of Public Safety, who are listed below.

PUBLIC SAFETY - WEST

Send Public Safety and Special Emergency frequencies, radio system details, and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming to: George Hoggatt, 17473 E. 16th Drive, Aurora, CO 80011.

Here it goes again. I think this is for the September issue, but I have lost track. Not much new from Colorado, but one not so good story. On saturday morning at about 1:30 am, Aurora Police officer Debra Corr called for assistance with a traffic stop. Explorer Scout Glenn Spies was monitoring the calls in his car and responded to assist (he does not appear to be an RCMA member). In the scuffle, Officer Corr was killed and Mr. Spies was seriously wounded by a gunshot in the side that may have damaged his spinal cord. As this is written, it is unknown what damage, if any, was done to his spine. I mention this because he was monitoring. I know I have done the same in the past and if you do "chase" a call to see what is going on or to maybe be of assistance, BE CAREFUL ! We don't want to lose any members.

A new frequency is starting to be used in the Denver area: 154.280 simplex. It is a new mutual aid fire frequency with the name of FERN (Fire Emergency Radio Net) Most area departments have licenses on this frequency now, some traffic has been monitored.

Several sources have indicated that Denver Police frequency 453.900 previously reported as a mobile phone channel, was being used by the DPD Special Services Unit (SSU). This appears to be true.

Gene Sawyer (CA-SN-005) has submitted data on two areas:

LAS VEGAS NEVADA AREA

LICENSEE	BASE	MOBILE	TYPE	REMARKS
City of North Las Vegas	460.125	465.125	PP RP	Ch. 1
	460.050	465.040	PP RP	Ch. 2
	154.250	none	PF BA	Fire dispatch (Clark CO)
	453.150	458.150	PF RP	Ch. 1
	453.100	458.100	PF RP	Ch. 2
	453.700	458.700	PF RP	Ch. 3
	453.400	458.400	PF RP	Ch. 4 most traffic
City of Henderson	154.875	?	PP RP	Ch. A
	155.865	154.965	PL RP	Ch. B (PD)
	155.490	?	PP ?	Ch. C
City of Boulder City	154.800	156.090	PP RP	Police
	155.040	156.000	PL RP	Fire
Mojave Co. AZ Sheriff	156.150	?	PP RP	Bullhead City
	155.685	?	PP RP	Bullhead City
Washington Co. UT Sheriff	155.430	?	PP RP	St. George
Nevada State Forestry	151.475	?	PO ?	Las Vegas Control
	151.160	?	PO ?	Las Vegas Control
Arizona State Forestry	151.460	?	PO ?	Phoenix Fish and Game

Nevada Highway Dept.	47.120	47.240	PH BM	
Search and Rescue	155.370	?	PP RP	
Clark County Civil Defense	158.940	153.815	PL RP	
Mercy Ambulance	155.205	155.205	PS BM	Dispatch (to hosp on 462.975
McCarren Airport PD	155.940	155.055	PL RP	Clark County
Univ. Nevada at Las Vegas PD	460.300	465.300	PP RP	

BILLINGS MONTANA AREA

Montana Highway Patrol	159.210	none	PP FX	control of remote xmitter
	154.665	none	PP FX	repeats from remote site to control site

These fixed repeaters make excellent listening. The ones Colorado had in years past repeated both the base and mobile frequencies. It was like having a receiver on a mountain top.

City of Billings	155.610	?	PP RP	Ch. 1
	154.725	?	PP RP	Ch. 2
	155.010	?	PP RP	Ch. 3
	154.370	?	PF RP	Fire Ch. 1
	154.340	?	PF RP	Fire Ch. 2
	453.350	458.350	PF RP	Fire Ch. 3
Yellowstone County	39.58	39.58	PL BM	County Fire
O'Donnell Fire Company	154.400	154.400	PF BM	
Minutemen Search & Rescue	155.220	155.220	PS BM	
Civil Defense	155.880	155.880	PL BM	
	39.980	39.980	PL BM	
Yellowstone Road Dept.	39.500			
Montana State of	155.940		PL	Misc.

STATE OF ALASKA

More on our northernmost state from Philip Moldovan (FL-039): (monitored in 1979)

State of Alaska	155.250	Ch. 1 car to car Troopers
	155.790	Ch. 2 dispatch
	155.550	Ch. 3 civil section
	155.415	Ch. 4 NCIC/car to car
	155.100	Ch. 5 International Airport police detail
	154.935	tactical
	453.700	Criminal Investigation Bureau (mobile teleph)
	155.295	State Civil Defense net
	458.050	CIB tactical (simplex)
	154.445	State Fire Marshall and Statewide fire intersystem
Kenai, City of	154.725	Police
Glenallen	152.300	Police
Palmer	155.370	Police
Anchorage	155.010	Police Ch. MP1
	155.430	Police Ch. MP2
	155.640	Police Ch. MP3

Phil notes that in 1979, Anchorage had ordered UHF equipment so these frequencies may well have changed. Phil did confirm each frequency listed in 1979. I have no lists of Alaska frequencies and have made no attempt to match base frequencies with mobile or even to assign a service as Alaska does not use the same frequency table as we do in the "lower 48".

ARIZONA DEPARTMENT OF PUBLIC SAFETY

Bob Hatter (AZ-002) has sent the very latest on the Arizona DPS. This should be accurate as of May 1981. Bob says that the officers radio instructions on page 69 of the April 1981 issue were less than clear (it was copied from the sheet the officers use). A new version is included here but I will make a small attempt to translate. The Green channel is the district UHF channel. The car will transmit on the repeater input frequency and will receive on the repeater output frequency. The car can talk and receive on the repeater output frequency, this is the green

car to car frequency. The yellow channels work the same way. Yellow is transmit on 465.225 (UHF) or 155.190 (VHF), receive on 460.225 or 154.935. Only one transmitter site in each district is set to repeat at all times. Others can repeat only when the dispatcher turns the repeater on. Cars must both be within range of the same repeater to work car to car via the repeater. This is true of both UHF to UHF and crossband patches.

I hope this is clear. The other was clear to me (so are many others that make no sense to most people and I do technical writing for a living - part of the time).

See the May 1981 issue page 64 for a list of ADPS radio codes. Maps are part of this, look for them next month.

Arizona Highway Patrol (AZ DPS) Info from Bob Hatter, (AZ-Ø2) DPS/AHP PIO 6/81

The AZ Legislature established the AZ Department of Public Safety in 1969 as a service organization for, and to law enforcement agencies throughout the state of AZ. The Dept. is administrated by a Director who reports to the Governor. Consists of 6 bureaus: Highway Patrol, Criminal Investigations, Criminal Justice Support, Telecommunications, Special Service, and Administration. As of 1979 end, AZ DPS had 843 commissioned, and 504 civilian employees.

The Arizona Highway Patrol was established in 1931, consisting of 14 patrolmen, one for each of Arizona's 14 counties, and one desk Sergeant. AHP has grown in the past 50 years, as has Arizona. DPS/AHP today is headquartered in Phoenix, with regional dispatch centers in Phoenix, Tucson, and Flagstaff. The state is divided into 12 patrol districts, offices and frequencies as follows:

D-1 Kingman	460.475 R	NW
D-2 Flagstaff	460.025 R	N Central
D-3 Holbrook	460.300 R	NE
D-4 Yuma	460.400 R	SW
D-5 Phoenix	460.325 R	Central (Interstates only)
D-6 Eloy/Toltec	460.025 R	S Central
D-7 Globe/Miami	460.475 R	E. Central
D-8 Tucson	460.425 R	S
D-9 Sierra Vista	460.325 R	SE
D-10 Phoenix	460.300 R	West Central
D-11 Mesa	460.400 R	East Central
D-12 Prescott	460.425 R	NW Central

1978 Milepost location map shows district boundaries as of 1981. (next nonth - ed)

STATEWIDE VHF: 154.935 R, input 155.19. Statewide UHF: 460.225 R. Input 465.225

All UHF repeated district and UHF state have mobile input frequencies 5 Mhz UP from repeater output. Both STATE VHF and UHF frequencies will remain active, all former VHF frequencies are inactive, most converted to interagency usage.

All Highway Patrol mobiles are equipped with own district fq and state channel. All also have factory installed 4Ø channel CB. Monitoring of cb is at officer's convenience or discretion. Most listen (emphasise listen) to 9 or 19. Three regional comm centers monitor 9 on informal basis. Most administrative mobiles have 12 channel radio.

Each AZ district has several mountaintop transmitters. Each ID automatically every 1Ø minutes in international morse. Call sign of individual site is listed in box below tower location on UHF system map. IE: QUIJOTOA (Pronounced Kee-Ho-ta) D-8 call is WXT519. Each tower may be set to repeat or simplex mode upon command.

Normally only one district and one state tower per district will be in the"repeat" mode. For extended communications, dispatchers may enable more that one tower per district to repeat the same input signal.

Certain towers may permit crossband VHF/UHF communications upon command of dispatcher. Such towers marked with (*) on UHF System map.

Badge numbers: used as radio call signs for mobiles. Badge numbers are sequentially assigned at date of employment, begin (in 1981) w/ #21 thru 3040. Numbers have no geographical or area assigned significance. Occasional reference to badge "S" "L" "C" or, "M" refer to rank above patrolman, meaning respectively Sergeant, Lieutenant, Captain and Major. S-1466 for example is Sergeant, badge #1466. Regional communications centers are identified by voice as"Phoenix" "Flag"-or "Flagstaff",and "Tucson".

Helicopters used by AZ DPS/AHP are identified as "Ranger" and a two digit #. Ranger crews can operate on any DPS frequency, normally work from District frequency of area where mission is being flown. Ranger 27 and 28 based at Falcon Field (D-11 Mesa) Ranger 31 based at Pulliam Field,(D-2 Flagstaff) and Ranger 29 based at (D-8) Tucson International airport.

Fixed wing AHP/DPS Aircraft : Callsigns are aircraft type, pilot will identify badge numbers of passengers and crew prior to takeoff, stating mission and destination. "King Air" "Baron" "Skylane" and "Citabria" are based at Sky Harbor International, Phx. "Cessna" is based at Tucson Int'l.

Radio Codes: Generally follow APCO standard. Codes illustrated on two sided card. Any incident not covered by code is transmitted in plain language.

Note: Some UHF frequency duplication is shown, that IS correct, as in UHF D-3 and D-10 sharing 460.300 due to geographic separation

Badge # note: 9000 series badges are DPS/AHP reserve officers, fully sworn patrolmen, who work unpaid as volunteers. They will be heard in all areas of the state, generally major holidays, etc.

That is all for this month. One last note: if you have sent me data and it has not appeared, please send it again. We have a new mailman and the mail frequently does not get in the correct box. I have not received the July issue yet and it usually arrives at least two weeks before this. Everything received before today June 29 has had at least part of it printed. Just because I didn't scream for more data in this issue doesn't mean I have enough. KEEP it comming.

STATE OF ARIZONA
DEPARTMENT OF PUBLIC SAFETY
UHF MOBILE RADIO OPERATION

1. CHANNEL SELECTION

Channel selector switch position	Channel selector window display	Function
1	Green	district repeater
2	Green C-C	district car-to-car
3	Yellow	State repeater
4	Yellow C-C	State car-to-car

All other channel selector switch positions are not used at this time.

II. REPEATER OPERATION (green or yellow)

Each district has several mountain-top transmitters each one of which may be set up in the repeat mode to provide extended range communications between mobile units.

Normally, only one district and one state channel will be in the repeat mode in any district. For special temporary uses, a mobile unit may request the dispatcher to set up another repeater for extended range communications in an area not served by the primary repeater.

Mountain top sites are NOT interconnected, therefore only cars within range of the same mountaintop repeater can communicate.

III. CAR-TO-CAR (green CC or yellow CC)

When within range, mobile units can communicate directly from one unit to another without activating a repeater.

This feature is provided when two units need to communicate and are beyond the range of a mountain top station that has a repeater enabled.

Caution

The dispatcher cannot hear a mobile unit on a car-to-car channel although the mobile unit can hear the dispatcher.

Transmitting on a car-to-car channel while a dispatcher is transmitting causes garbled communications to all units within range of both transmitters.

IV. CROSSBAND PATCH

Certain mountaintop "State" channels have a crossband patch to allow communications between units equipped with UHF radios and units equipped with VHF radios.

The crossband patch is activated by the dispatcher

To use the crossband patch, the UHF radio must be on the yellow channel and the VHF radio must be on the State channel.

The dispatcher must be asked to activate the crossband patch before communications is possible between a VHF unit and a UHF unit. If either unit is not within range of the activated crossband station, communication is not possible.

V. OUT-OF-DISTRICT OPERATION

Except for certain Administrative radios each mobile unit is equipped with only one district (green) frequency.

The yellow or yellow CC channel must be used for communications between units assigned to different districts. The yellow channel must be used to communicate with a dispatcher when the unit is outside of its assigned district.

VI. SUB-AUDIBLE SQUELCH

Each mobile radio is equipped with a sub-audible squelch to reduce receiver interference. The sub-audible squelch should normally be activated at which time the normal squelch control is disabled.

VII. CALL SIGN IDENTIFICATION

FCC RULES require broadcast of call sign (KA2542) after each transmission or series of transmissions.

PUBLIC SAFETY - CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details, and questions for Alabama, Arkansas, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Tennessee, and Texas to: Mike Redman, P.O. Box 1177, St. Charles, MO 63301

Send material and questions for Illinois, Indiana, Wisconsin and Michigan to: John Arendt, 327 Boulder Hill Pass, Oswego, IL 60543.

Greetings! Welcome again. Time for more great articles by Ken and John, plus some fine contributions from our readers. The Spring Festival is just past (as I write this in June) and was a huge success. The photo story should appear next month. I would like to extend my deepest apologies to the RCMA members who went to the Church in St. Charles rather than the St. Louis County EOC. The Festival Location was changed in April, and there was insufficient time to get the change into the Newsletter. In error, the Newsletter Staff mistakenly printed the advance notice that was sent for information only. It appeared just days before the festival, and I had no way of knowing who might show up based on the article. Most attendees had written for information and based on that list I was able to update them all. The new starting time of 10 AM and new location made it impossible for a 1 PM participant at the Church to even get to the EOC in time. Yet that evening I received a call from Mohammed Daghistani. He had gone to St. Charles and hoped to find us there. I will have sent (by the time this appears) copies of the tapes and handout material. Mr. Daghistani reported that another fellow from Memphis was also there. If he and anyone else who went to St. Charles on June 6th will contact me, we'll get you copies of the tapes, all the information passed out, and sincere apologies as well. We regret that this happenned and will take steps to prevent it from happenning next year. Again, our deepest apologies. For copies of the tapes of most speakers at the Festival, contact Rob Vogelsang MO-018, 94 Green Acres, St. Louis, MO 63137. Rob will advise the charges for tapes and postage and get them to you. This unique service by Rob is offerred to those who were unable to attend the festival.

On to this month's articles...

MISSOURI

For those of you who regularly monitor St. Louis County PD, you may have noticed a 'chirp' as the dispatcher keys the transmitter. This is due to the new base station and console equipment that was installed in June. The old equipment was 'DC' control- a voltage was sent down a pair of phone lines to the remote base to change channels or key the transmitter. The new equipment is 'tone'- a series of tones is sent down the line to change channels (F1 to F2) or key the transmitter. Since they are using Motorola consoles with GE base stations, there is an extra tone, and this extra tone is what you will hear when the dispatcher keys the base station from Clayton. Since the equipment is brand new, you may notice an improvement in reception. Yes, Motorola consoles, but NO DVP!

MINNESOTA

CHUCK (MN-013) has listed the channels and numbering systems for the Hennepin County Sheriff and Fire Departments:

Hennepin Co. Sheriff

primary 155.61
car to car 155.805
chan 3 155.82
155.475(Statewide M.A.)
chan 5 154.755 (water patrol)

Hennepin Co. Fire

primary- 154.385
chan 2- 154.355

The following is the numbering system for the Hennepin County Sheriff Radio Net.

5100- Brooklyn Park
5200- Champlin
5400- Deephaven
5600- South Lake Minnetonka(Excelsior Area)
5670- Excelsior Fire Dept.
5800- Maple Grove
5900- Medina Police
6100- Medicine Lake Fire Dept.
6200- Minnetonka
6400- Mound- Spring Lake Park
Minnetrista
6500- Orono-Long Lake-Maple Plain Police
6600- Ossee
6700- Plymouth
6800- Rogers Fire Dept.
6900- St. Anthony
7200- Wayzata
7300- Eden Prairie
7470- Hamel Fire Dept.
7570- Long Lake Fire Dept.
7670- Maple Plain Fire Dept.
7700- Dayton Fire Dept.
7970- Loretto Fire Dept.
8170- St. Benifacius Fire Dept.

The last 2 digits indicate the funotion of the vehicle. 10-20 are police squads 70-99 are Fire units
Example: 6910 would be a St. Anthony Police squad 7381 would be ?? a Eden Prairie Fire Unit.

TENNESSEE

BILL (TN-003) files this report on Nashville, Tennessee...

Nashville Area Frequencies

City of Nashville

155.205	Nashville Medcom	
155.355	Nashville Hospital Net(?)	
158.175	Municipal Utilities (electric)	(B/M??)
158.235	" "	(B/M??)
451.250	" "	(B/M??)
158.130	Davidson Co. Utilities	(B/M??)
153.590	Gas Utilities	(B/M??)
451.125	" "	(B/M??)
453.225	Nashville Metropolitan Transit Authority	(Rptr??)
453.700	" " " "	(Rptr??)
461.250	" " " "	(Rptr??)

Davidson County Area Frequencies

33.50	Dolenson FD KIJ 450	
33.78	Woodmeade FD KIL 466	
156.240	Davidson(?) County Highway Dept	(B/M??)
159.135	Davidson(?) County Highway Dept	(B/M??)

Tennessee Statewide Frequencies

Forestry Conservation Allocated Freqs.

151.235	TN Fish & Game (B/M??)
151.445	TN Fish & Game (B/M??)
159.240	TN Fish & Game (B/M??)

Bill also notes the use of the following frequencies but without further known or supplied details for TN Environment Protection: 44.72, 44.84, 44.88, 44.92, 151.160, and 159.30.

Tennessee Highway Dept

Bill notes use of the following freqs without further details:

47.280	151.070
47.360	151.130
151.010	159.180
151.040	(details in operation and areas covered are sought)

Thank you, Bill.

TEXAS, OKLAHOMA, ARKANSAS, LOUISIANA, MISSISSIPPI, ALABAMA

Let's keep sending information on this area to Ken at 108 East Centre St., Fredericksburg, Texas, 78624. The more information you send Ken, the better the articles will be, and their just great so far. Keep up the good work, Ken!

This month's news seems to be somewhat scarce. What I will do is update a few items that have appeared in the last few issues.

From Roger, TX-087: on the question in the July issue column about the Houston FD Ambulance service and the voice channel to Ben Taub Hospital, Roger states that the voice reply is multiplexed with the tone telemetry and broadcast on the UHF MED frequencies as already described in the July issue column. So unless one has a special demodulator the average monitorist will not be able to receive the voice portion of this communication. So the "missing channel" mystery has been solved, thanks to Roger.

From Ed, TX-045, this update to the above update: As of late the HFD ambulance seems to be communicating with Ben Taub E.R. more than usual on HFD ch 7, 460.550, with Ben Taub answering back on the repeater. The previous method of 453.500/UHF MED telemetry ch duplex operation seems to be used less and less. It is unclear at this time whether or not this is a temporary switch over in operation or whether this is a permanent arrangement. The HFD ch 7 repeater mode for Ben Taub/ambulance communication had until recently been used as a back-up method only. If anyone can contribute facts or other ideas on this situation, please write!

From yours truly, Ken, TX-003: Some new DPS VHF relays and remote bases have apparently been licensed, according to the 1981 POLICE CALL, Vol 7. You may care to pencil in this information into the April, 1981 issue column to update the article.

Remote Bases:

Location:	Located in:	Callsign	Controlled by:	Frequency
Hebronville	Jim Hogg Co.	WRE 502	?Laredo DPS?	155.460
Old Ocean	Brazoria Co.	WSL 650	?Houston DPS?	155.460
Santiago Peak	Brewster Co.	WRE 396	?Pecos DPS?	155.460

Primary Station:

Windthorst/ Wichita Falls	155.460	KKE 241	apparently a new location for the existing Wichita Falls primary xmtr.

Relay Repeaters:

Location site	Located in:	Callsign	Frequency
Hebronville	Jim Hogg Co.	WRG 578	159.210
Old Ocean	Brazoria Co.	WSL 650	159.090
Santiago Peak	Brewster Co.	WRE 396	159.150

Refer to my earlier articles on the DPS communication system for an explantion of and application of remote bases and relay repeaters. One interesting side note, the Santiago Peak remote base/relay repeater package is a fully solar operated radio station.

From Dave, TX-032:

Austin, Texas and Travis County, Texas Area
AUSTIN POLICE DEPT Radio Channels

ch 1 153.905 Rptr KVN 686 "Adam Radio"--North dispatch (155.970 input)
ch 2 154.725 Rptr KVN 684 "Baker Radio"--Central & West dispatch (155.850 input)
ch 3 155.610 Rptr KKA 484 "Charlie Radio"--East & So. East dispatch (156.150 input)
ch 4 155.550 Rptr KUA 763 "David Radio"--South dispatch (156.090 input)
ch 5 155.070 Simplex KSZ 643 --Admin./ car-to-car simplex
ch 6 none
ch 7 154.950 mobile ---statewide inter-city mobile/mobile
ch 8 154.950/155.370 KVN 683--statewide inter-city car/base

Uniform Patrol Units:

Sector	Area	Frequency/channel
Adam sector	North	"Adam Radio" ch 1
Baker sector	Central & West	"Baker Radio" ch 2
Charlie North	Northeast	"Adam Radio" ch 1
Charlie South	East & So. East	"Charlie Radio" ch 3
David sector	South	"David Radio" ch 4

UNITS:
A: 1 - 9 Patrol (Adam sector)
B: 1 - 9 Patrol (Baker sector)
C: 1 - 9 Patrol (Charlie North sector)
C: 11-18 Patrol (Charlie South sector)
D: 1 - 9 Patrol (David sector)

Units with a letter and 30 (ex., A-30) are Sgts. x-60's are accident investigators
Other numbered units are three digit series and are simplified as follows:

100's Administrative units and high level supervisors
200's Lt. and Sgt. of support shift
300's Traffic division (including motorcycles)
400's Supervisors, Criminal Investigation Division
500--1000's ?no longer used?

AUSTIN FIRE DEPT Radio channels

F-1 154.130 KFV 831 Main dispatch & fireground ("TAC")
F-2 154.340 KSS 813 "Administration"

(ed note: according to the 1981 edition of POLICE CALL, the Austin FD has two new frequencies/licenses on 154.235 mobiles and 153.950 a mobile relay (repeater). Can any area member shed some light on the uses of these new frequencies?)

The following are the station locations of the Austin Fire Dept:

Station:	Location:
1	401 E. 5th (Central Stn)
2	506 W. Martin Luther King
3	201 W. 30th
4	1000 Blanco
5	1201 Webberville Rd
6	1705 S. Congress Ave.
7	201 Chicon
8	8989 Research Blvd
9	100 E 43rd/4301 Speedway
10	3009 Windsor
11	1611 Kinney
12	2109 Hancock
13	closed
14	4305 Airport Blvd (Municipal Airport)
15	829 Airport Blvd (Govalle Station)
16	7000 Reese Lane
17	702 W. Ben White Blvd
18	6311 Berkman
19	5211 Balcones
20	6601 Manchaca
21	4000 Spicewood Springs Rd.
22	5309 E. Riverside Dr.
23	E. Rundberg Lane
24	5811 Nuchols Crossing
25	5228 Duval Rd.
Garage	3002 Guadalupe / Prevention Dept 1622 Festival Beach Blvd.

Unit Numbers: (partial listing)

1 Fire chief x1's are district chiefs
2 Assistant Chief 7xxx's are hand helds with xxx being the stn #

Engines-- are a three digit number with the first digit indicating the district (four districts) and tne last two digits indicating the station number.
Trucks-- are a three digit number with the first digit indicating the district and the second digit always being a 7 and the last digit indicating the unit itself.

30's Special units: 32, 42 Quick Response units
37, 38, 39 Crash Truck at Airport
50's Fire Marshal
60's Inspectors
80's Training Division
90's Mechanics

AUSTIN EMS (city)

155.325 EMS dispatch KJF 787 simplex
no other details known and are sought!

TRAVIS COUNTY EMS (county)

155.715 Rptr County EMS dispatch (153.995 input)
no other details known and are sought!

TRAVIS COUNTY SHERIFF OFFICE (Austin)

ch 1 154.085 Rptr Main dispatch (156.030 input)
ch 2 153.935 Rptr Secondary dispatch and back-up (155.955 input)
ch 3 154.845 Rptr Constables dispatch and small town dispatch for their PD's. (155.640 input)
ch 4 none
ch 5 154.950 mobile statewide inter-city mobile/mobile
ch 6 154.950/155.370 statewide inter-city car/base

Travis County SO patrols the unincorporated areas of the county and also dispatches the smaller municipalities' PD after hours (normally night time). The small towns usually have their own dispatch during normal business hours but some do not have their own frequency.

UNIVERSITY OF TEXAS PD

ch 1 155.580 Rptr -KVN 686 Main dispatch (154.770 input)
ch 2 155.820 simplex-KLA 635 car to car/simplex car/base
ch 3 154.950 mobile statewide inter-city mobile/mobile
ch 4 154.950/155.370 statewide inter-city car/base (UTPD has no base xmtr on the inter-city base freq.)

Dave provided this info some time ago but this is still current at this time. APD will be going to UHF in the future but at this time still uses VHF-hi band freqs. Phase-in changes will be noted in this column as appropriate.

That's it, see you next month!

ILLINOIS, INDIANA, WISCONSIN, MICHIGAN

Greetings from Oswego (and the Chicago Area RCMA Chapter). There's lots of material to cover this month, so I'm going to get down to the business at hand.

I'm going to start off this month's column with a portion of some of the presentation I gave at the "RCMA Spring Festival" on June 6th in the St. Louis area (and subsequently repeated on June 14th at the Chicago Area RCMA Chapter Meeting).

1. The "district" map shows dispatch freqs. in use. All districts are e/w 42.50 (statewide car-car), 155.460 (statewide HF4 or Channel 7), and 155.475 (NLEEF-ISPERN). Those districts not having a separate high-band dispatch freq. occasionally will dispatch on 155.460. Additional rptr. freqs. of 453.150, 453.350 (north), and 453.500 (south) are in use by Dist. 15.
2. The list of mobile unit designators.

Next month's column will feature a complete list of transmitter sites and functional uses.

STATE OF IL "ESDA" (CIVIL DEFENSE) NETWORK Ed (IL-004) reports that a series of "remote" transmitters on 45.440-controlled from state headquarters at Springfield-is being established around the state. A site at Gurnee has been activated and another site at Braidwood will be activated by the time this article is printed.

As you've already read in my column, I've noted several agencies that have paid the high costs for D.V.P. radio eqpt. There is a much lower cost substitute means to insure "security" of radio communication, so I'll entitle this story ALTERNATIVES TO D.V.P. I've found a joint state and local law enforcement "operation" being conducted up in the federal portion of the VHF high-band. Another member in the Chicago area reports a similar "operation" being conducted by a county law enforcement agency. This member also reports a joint county-military "operation" being conducted in the military portion of the VHF high-band. Not to steal any thunder from Bob Grove-it might be wise to prowl those bands occationally. They're good places to look when those "well-known" surveillance freqs. become less active.

"PSAP" OR "911" FREQ. 155.055 NOW CALLED "IREACH" Rich (IL-129) tipped me off a while back that a "new freq." known as "IREACH" was being employed by TRICOM up in the Geneva, IL area. An inquiry to Bill (IL-020)-one of our more

Illinois Department of Law Enforcement

Division of State Police (ISP)

16 42.44 B/42.72 M/155.5

2 42.62/154.695

3 42.56/154.935

1 42.52

4 42.34/154.680

5 42.60 B/42.70 M/154.920

17 42.60 B/42.70 M

7 42.84/154.845

6/6A 42.44 B/42.72 M

8 42.36/155.520

15 (Toll Road)

453.200 (North) Rptr.
453.400 (South) Rptr.
155.925 M car to car
Few units still on
42.66 M car to car

14/14A 42.60 B/42.70 M/154.68

10 42.54/154.695

9 42.66/154.935

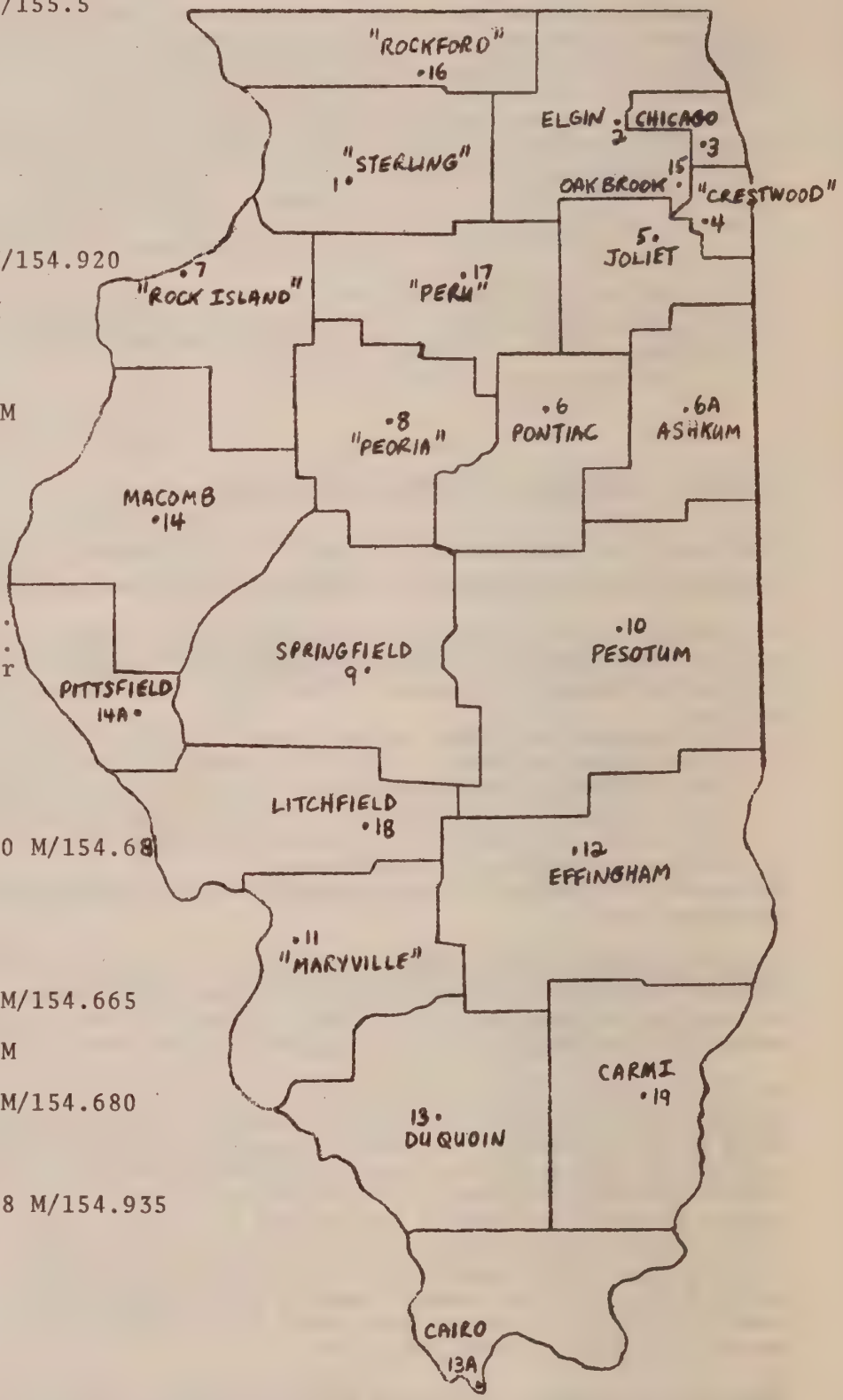
11 42.56 B/42.70 M/154.665

18 42.56 B/42.70 M

12 42.52 B/42.72 M/154.680

19 42.34

13/13A 42.60 B/42.68 M/154.935



knowledgeable members who's actively involved in public safety radio-produced the following statement: "IREACH" stands for Illinois Radio Emergency Assistance Channel. Most users use only 155.055, however, police can be authorized to use a mobile talk-in channel of 154.710 in order to reduce the amount of traffic on 155.055. The State of IL is trying to discourage base operations on 155.055 so that it can be more of an "all agency emergency channel" and not a dispatch channel. Bases will be authorized on 155.055 only if they are capable of dispatching police, fire, and medical units. (Bill's information comes directly from the State of IL). Editors note: As of this writing, no IREACH activity of any kind has been observed on 154.710 in the greater Chicago area.

IL. DEPT. OF LAW ENFORCEMENT
MOBILE UNIT DESIGNATORS

A	ISP Dist. Administra tive Officers (inc. pilots)	FDF/42.50/155.46
B	ISP Dist. Equipment Officers	FDF/42.50/155.46
C	Bureau of Identification (crime lab & evidence techs)	FDF/42.50/155.46
CG	FBI-Chicago	155.46
E	Executive Detail (some units also have 42.50)	155.46/154.71
F	Dept. of Conservation Officers (some units have 155.46)	FDF/42.50/42.76
G	Governor & other state executives	42.50/155.46/154.71
H	Helicopter (has single unit number)	155.46
H	Dept. of Highways (has multiple unit numbers)	FDF/42.50
I	Dept. of Investigation (some units also have 42.50/FDF)	154.905/154.95/155.46
J	Secretary of State Investigators (some units also have 154.95?)	FDF/42.50/42.76/ 155.46
K	Penal & Corrections (most units have 453.875)	42.50/155.46
L	Aviation Units (can also be found on 154.95)	FDF/42.50/155.46
M	Municipal Units dispatched by ISP districts	FDF/42.50
M_	Metro Enforcement Group "MEG"	154.905/154.71/155.46
NS	Nuclear Science (Dept. of Public Health)	42.50/155.46
O	Misc. Units (inc. NATB & Dist. Fire Marshalls)	155.46
P	Portables (some units e/w additional freqs)	155.46
R	ISP Dist. Radio Communications Officers	FDF/42.50/155.46
S	ISP Dist. Information & Education Officers	FDF/42.50/155.46
SC_	Weight Scales (no ISPERN)	42.50/FDF Base Freq.
SS	U.S. Secret Service	155.46
SI	FBI-Springfield (some units also have 42.50)	155.46
SL	FBI-St. Louis	155.46?
U	University Security (most units have 453.900)	
V	ISP Dist. Vehicle Idendification Officers	FDF/42.50/154.95/155.46
W	U.S. Military Units (some units have 42.50)	155.46
X	ISP Dist. 10 Units	FDF/42.50/155.46
Y	ISP Dist. Youth Officers	FDF/42.50/155.46
Z	Special U.S. Government Units	155.46
N	NUCLEAR MATERIAL ENFORCEMENT	154.905/155.46

All units e/w 155.475 NLEEF-ISPERN. FDF-Functional ISP Dist. 42MHZ Freqs. (exceptions apply for "J" units and Dist. 15 - Tollroad units.) Most rural area units using 42.50 have receive-only capability for 39.50 (statewide rural FD & SD freq.)

As this deals primarily with the IDLE as a whole, I've excluded the unit designators that are peculiar to Dist. 15, as many of them do not have a law enforcement function as such.

Bill (IL-020) follows up his IREACH contribution with further news of radio systems in the McLean County area. I'll entitle this contribution: "MORE MC LEAN COUNTY, IL INFO ":

1. Additional freqs. and their uses.
   46.560 Bloomington Public Works
   151.010 rptr Township/County Highway
   151.475 Comlara Park

155.010 Normal Police (Car-Car)
155.130 Normal Police (Dispatch)
155.835 Normal Public Works
453.100 rptr City of Bloomington (general operations)
453.425 rptr Bloomington/Normal Public Transit System
453.525 Bloomington/Normal Sanitary District
453.925 rptr Bloomington Police

2. Additional uses of IREACH freq. 155.055. This freq. is now in the F4 position of all Normal police, fire, and public works units. It's also in the F4 slot of all Normal FD portables and may soon be installed in a base station as well. The fire dept. is putting together a hazardous materials engine co. and 155.055 was the only channel they cound find to coordinate with the I.S.P. Dist. 6 at Pontiac. At this time, I.S.P. Dist. 6 cars are not e/w 155.055, but that will change in the future.

Bill, thank you for 2 more excellent contributions.

Chuck (IL-141)-who does an excellent job of covering far southern IL enen though located within sight of several high power television transmitters-has sent on several items of interest. These short items will be covered under the heading SOUTHERN IL NEWS:

1. The city of Marion has placed a new transmitter into operation on the statewide civil defense (ESDA) freq. of 45.44.
2. The Herrin P.D. has placed a new freq. of 39.62 into use-known as "Channel 1". 39.50 is known as "Channel 2". Most-if not all mobiles-are NOT e/w ISPERN capabilities.
3. Freq. 154.980 is allocated to the Williamson Co. Housing Authority at Herrin.
4. Freq. 158.820 is the Herrin public works channel.
5. Although not listed in the latest issues of Police Call, Johnson Co. and Hardin Co. SD's are still active on 39.46 and 39.50 (Johnson County-KSE925; Hardin Co.-KCI494). Apparently the FCC licenses have lapsed and have not been renewed.
6. Franklin Co. civil defense (ESDA) operations have been found on the 155.025 freqs.
7. Recent labor problems in the Herrin area found Illinois Central Gulf railroad engines being e/w the 155.475 NLEEF-ISPERN freq. for "liaison" with law enforcement units. (I don't like to steal the "thunder" from the "Railroad" column, but this action was only on a temporary basis).

Chuck, thank you for sending on some excellent material.

Mark (IN-014), who regularly contributes to this column, has received updated information directly from the INDIANA DEPT. OF NATURAL RESOURCES. He shares it with us as follows: The radio system utilizes 640 mobile radios, 240 portables, and 47 base stations. Four freqs. are used generally by the dept.-these are 159.225, 159.240, 159.345, and 159.435. All bases, mobile, and portables can transmit and receive on the 159.240 primary freq. All radios except Conservation officers can also transmit and receive on the other 3 freqs.

In addition to the 159.240 freq., Conservation officers also have freq. for contact with local law enforcement agencies. Their set up is believed to be as follows:

F1 159.240 Trans./Rec. Primary
F2 unknown (Editor's guess: 155.475 Trans/Rec. NLEEF-ISPERN.)
F3 154.890 Trans/155.130 Rec. "Sheriffs Plan A"
F4 155.130 Trans/Rec. "Sheriffs Car-Car"

Also, Conservation Enforcement offices have the statewide 155.370 police intersystem freq. All DNR inter-office communication is believed to occur on a microwave phone system.

Mark also advises that the Logansport, IN P.D. will be moving to a UHF rptr system in the near future. Freq. information not yet known.

Mark's last bit of information gives us a more insight into the operation of the MARION COUNTY, IN RURAL FIRE SERVICE:

1. The "Service" is a dispatching point for a number of suburban Indianapolis

FD's. These include Pike, Washington, and Warren Townships; and Castleton, Rocky Ripple, Wannamaker, Acton, and Bunker Hill FD's.

2. In all, they dispatch for 118 pieces of fire apparatus and ambulances operating out of 18 fire stations. All dispatching is done on 154.130 with a call sign of KSG262. They may also have access to 154.280 (Mutual Aid). Each dept. is also listed in the Police Call as having an additional freqs.
3. More of the "suburban Indy" depts. are expected to join this dispatching co-op in the future, and a computer aided dispatch system is in the works.

Charles (MI-076) recently sent in a nice contribution which I'll entitle SAGINAW, MI AREA FREQS.

1. City PD and County SD freqs.

155.010	KAG537	City PD Channel 1 "Primary"
154.725	KZV399	City & County Channel 2 "L.I.E.N."
155.310	KAG537	City PD Channel 3 "Deck"
155.865	KP5619	City PD Channel 4 "M.E.P.S."
156.150	KD6395	City PD Channel 5 "Narcotics & Investigation
155.550	KZV399	County SD Channel 1 "Primary"
155.640	KZV399	County SD Channel 4 "Administration"
153.935	KZV399	County SD Channel 5 "Courthouse"

2. City & County FD freqs.

154.130	KQD365	City FD "Primary"
154.010	KQD365	City FD "Tactical" (mobile only)
154.250	KBG934	County FD "Dispatch
154.280	KQD365	Statewide Mutual Aid

3. Special Emergency freqs.

155.295	KCN686	Mercy Ambulance Co.
155.235	KGJ829	Faith Ambulance Co.
155.400	KUB855	E.M.S. Ambulance Co.
155.175	KAG537	Central Ambulance Dispatch
155.340	WQF241	County H.E.A.R.N.
155.265	KUB854	St. Mary's Hospital Security

4. Misc. "local govt." fregs.

158.820	KAX360	Saginaw Water Dept.
153.800	KVW451	Saginaw Signal & Traffic Eng. Dept.
159.105	KQE231	Saginaw Street & Bridges Div.
151.025	KGU344/KQD805	Saginaw County Road Comm.
151.115		MI Dept. of State Highways
453.200	WYR301	Saginaw-Bay Mosquito Comm.

It's good to hear from the members up MI way. I can always use more contributions.

One of my more regular correspondence-Larry (MI-001)-passes on more interesting MI material that I'll "summarize" as follows:
MICHIGAN DEPT. OF NATURAL RESOURSES (D.N.R.) The D.N.R. is responsible for all state parks and state forests. Most transmitters are low-powered or have sufficient power to cover the desired "area". Bases are heard quite easily, but mobiles are hard to copy at times. (The proper squelch setting will do wonders on those weak signals).

Not all of the transmitters are actually located in the forests or parks proper. In northern areas of MI where it is hilly, transmitters may be found at higher elevations to increase coverage and range. Base and mobiles are primarily used-with very few rptrs. present.

At least 130 transmitters sites are scattered statewide. Primary freqs. in use are 44.64, 44.72, and 44.80, with some use of 44.84 also noted.

Larry, thanks are in order for an excellent contribution.

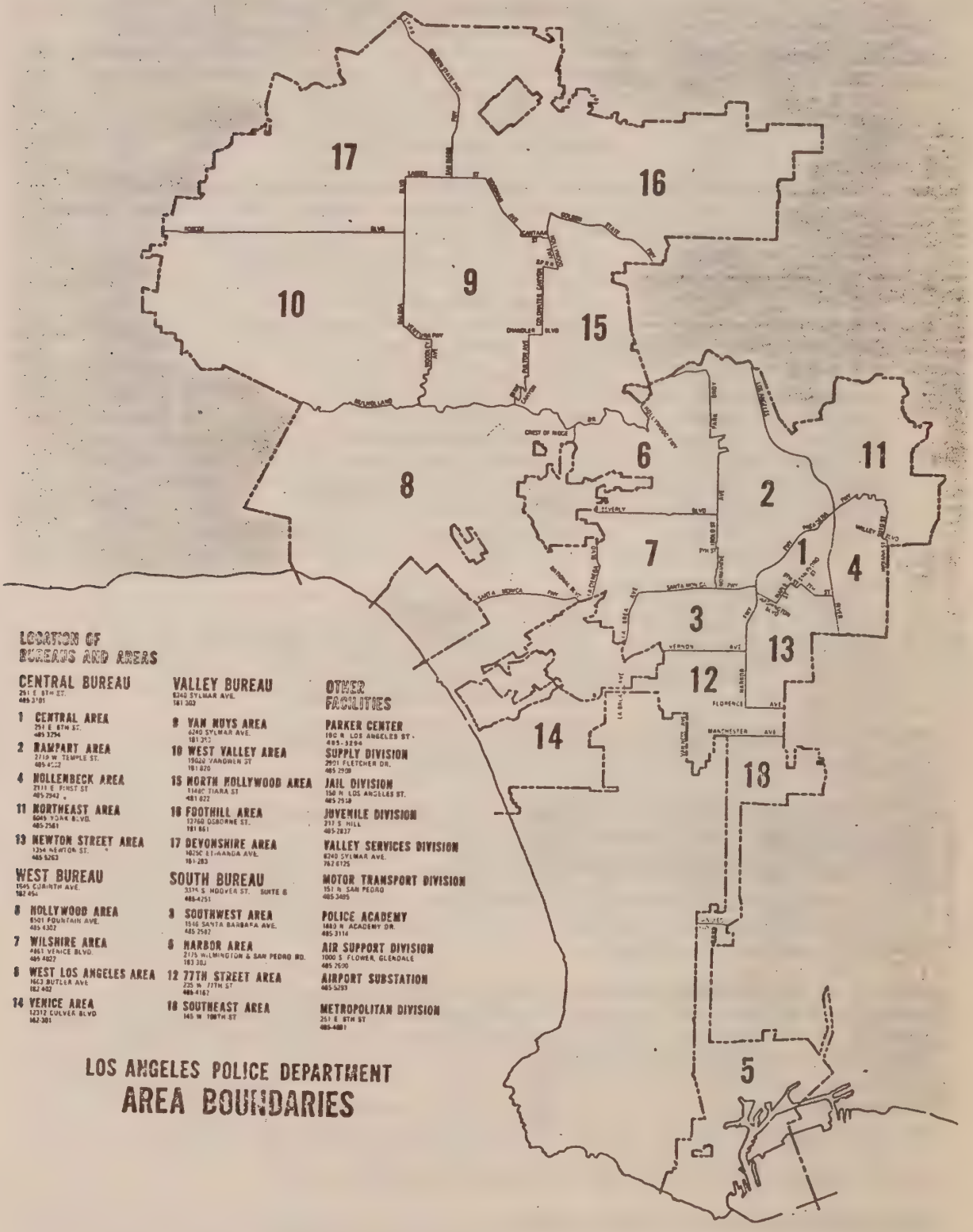
This column now comes to a close with

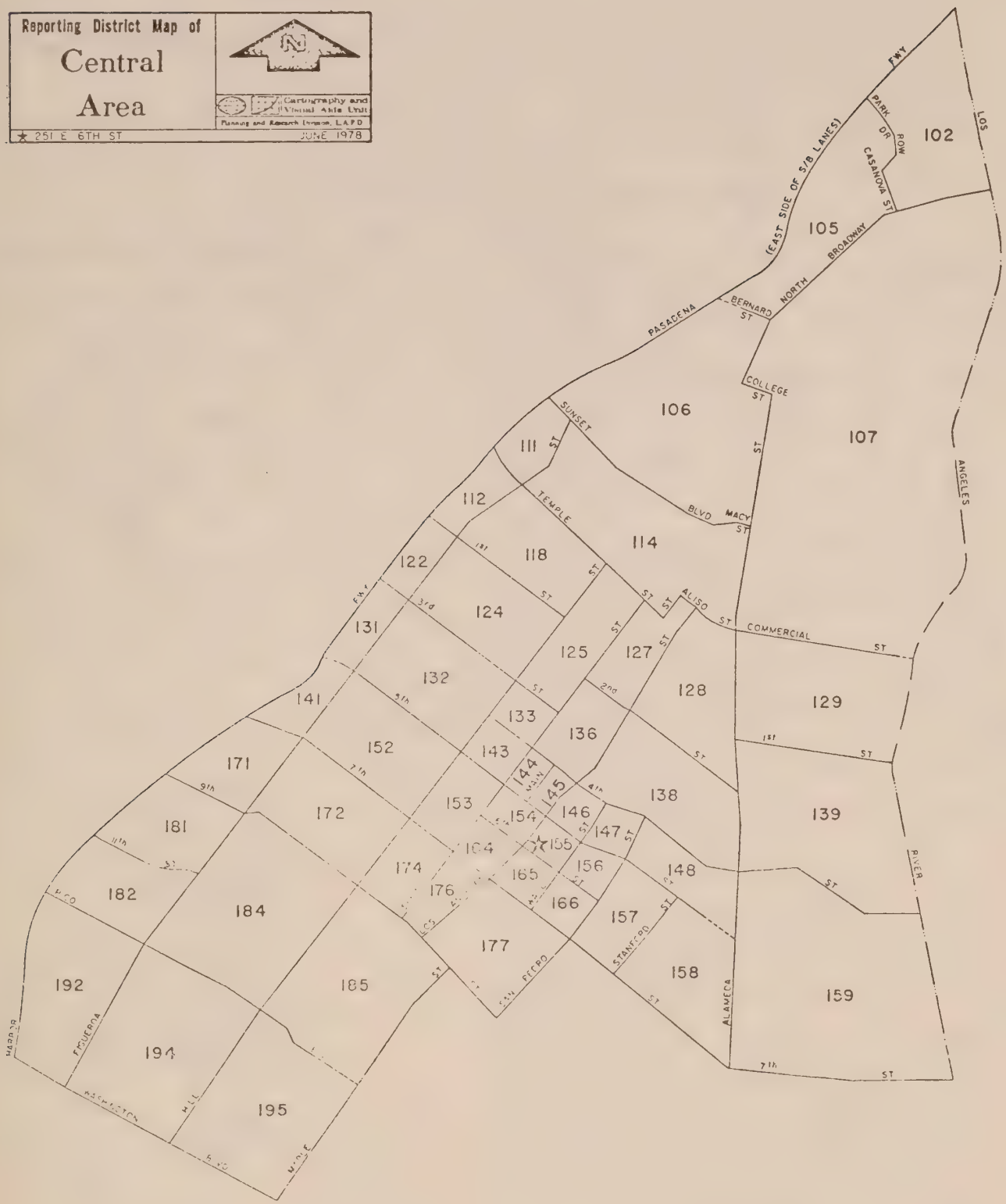
Happy Monitoring!

PUBLIC SAFETY - CALIFORNIA

Send Public Safety and Special Emergency frequencies, radio system details, and questions for California to: Eric Christensen (CA–LA–045), 3146 W. Ball Road, Apt. 35, Anaheim, CA 92804.

Eric is ill so the material this month is the first of 18 pages of maps pertaining to the LAPD reporting districts contributed by the paste up crew. We all hope Eric is better now.




Reporting District Map of
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Planning and Research Division, LAPD
★ 251 E. 6TH ST.
JUNE 1978
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PASADENA
BERNARD ST
NORTH BROADWAY
(EAST SIDE OF S/B LANES)
PARK DR
ROW
CASANOVA ST
LOS ANGELES
COLLEGE ST
SUNSET BLVD
TEMPLE ST
MACY ST
ALISO ST
COMMERCIAL ST
1st ST
2nd ST
3rd ST
4th ST
5th ST
7th ST
9th ST
11th ST
MAIN ST
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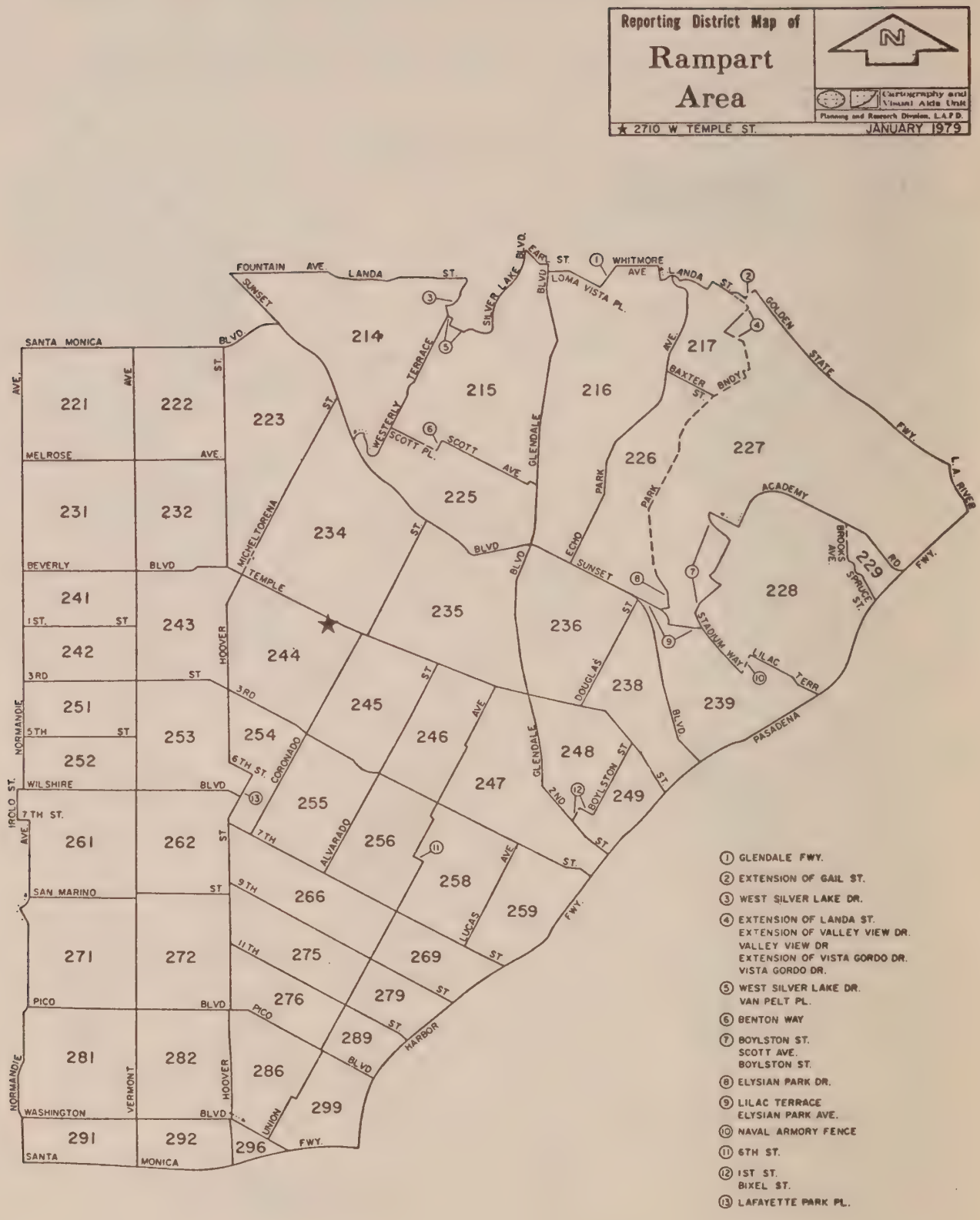
SAN PEDRO
STANFORD
ALAMEDA
RIVER
FIGUEROA
WASHINGTON
HILL
MAPLE
HARBOR
FWY


Reporting District Map of
Rampart
Area
★ 2710 W TEMPLE ST.
JANUARY 1979
Cartography and Visual Aids Unit
Planning and Research Division, L.A.P.D.
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FOUNTAIN AVE.
LANDA ST.
SUNSET BLVD.
SANTA MONICA BLVD.
MELROSE AVE.
BEVERLY BLVD.
1ST. ST.
3RD ST.
5TH ST.
WILSHIRE BLVD.
7TH ST.
SAN MARINO ST.
PICO BLVD.
WASHINGTON BLVD.
SANTA MONICA
VERMONT AVE.
NORMANDIE AVE.
IROLO ST.
HOOVER ST.
CORONADO ST.
ALVARADO ST.
LUCAS AVE.
HARBOR FWY.
UNION AVE.
MICHELTORENA ST.
WESTERLY TERRACE
SCOTT PL.
SCOTT AVE.
SILVER LAKE BLVD.
EARL ST.
LOMA VISTA PL.
WHITMORE AVE.
GLENDALE BLVD.
ECHO PARK AVE.
PARK BAXTER ST.
BNDYS
GOLDEN STATE FWY.
L.A. RIVER
ACADEMY RD.
BROOKS AVE.
SPRUCE ST.
SUNSET BLVD.
DOUGLAS ST.
GLENDALE FWY.
BOYLSTON ST.
2ND ST.
PASADENA FWY.
STADIUM WAY
LILAC TERR
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1 GLENDALE FWY.
2 EXTENSION OF GAIL ST.
3 WEST SILVER LAKE DR.
4 EXTENSION OF LANDA ST.
EXTENSION OF VALLEY VIEW DR.
VALLEY VIEW DR
EXTENSION OF VISTA GORDO DR.
VISTA GORDO DR.
5 WEST SILVER LAKE DR.
VAN PELT PL.
6 BENTON WAY
7 BOYLSTON ST.
SCOTT AVE.
BOYLSTON ST.
8 ELYSIAN PARK DR.
9 LILAC TERRACE
ELYSIAN PARK AVE.
10 NAVAL ARMORY FENCE
11 6TH ST.
12 1ST ST.
BIXEL ST.
13 LAFAYETTE PARK PL.

PUBLIC SAFETY - EAST

Send Public Safety and Special Emergency frequencies, radio system details, and questions for Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia to : Richard Barnett, P.O. Box 428. Newton Highlands, MA 02161.

Good Day! Just a couple of notes before we plunge right into this months article: Mail in to me has slowed somewhat, although the summer months are always like this. Please don't let this phenomena continue. One way people become a little hesitant about sending in material is by not seeing what they have already sent actually printed -or having it take time to be printed. Overall I do receive a good amount of mail and thus getting everything in is impossible. I can only try to decide what hasn't already been seen and what you members would most like to see. Please try to bear with me and all the editors. Anyway, please try to keep the material coming.

And now some excellent information from New Jersey.

From Bill (NJ-034):

Rahway New Jersy Police Radio Signals:

1 -Emergency in Headquarters
2 -NCIC Check
3 -Direct Hookup
4 -Telephone Hooup (out of state)
5 -Received
6 -Medical Emergency
7 -Leave Car
8 -In Service
9 -Assistance
10 -Wrecker
11 -Ambulance
12 -Morgue Keeper
13 -Evidence Technician & Photographer
14 -Fire Department
15 -House Check
16 -Car Wash
17 -Repeat Message
18 -Detective
19 -Gambling
20 -Forcible Rape
21 -Driving Under Influence
22 -Liquor Law
23 -Fire Arms Accident
24 -Alarm Ringing
25 -Escort
26 -Notification
27 -Report to Headquarters
28 -Call by Phone
29 -Location
30 -Prisoner
31 -Transportation
32 -Take Report
33 -Loitering
34 -Motor Vehicle Violation
35 -Injured Person
36 -Domestic's
37 -Drunk
38 -Prowler
39 -Assault & Battery
40 -Breaking & Entering
41 -Hold-up
42 -Larceny
43 -Assist Officer
44 -Assist Citizen
45 -Stolen Motor Vehicle
45A-Stolen Motor Vehicle Recovered
46 -Fire
47 -Homicide
48 -City Yard
49 -Car & Equipment Check
50 -Fuel
51 -Call in Report
52 -Radio Check
53 -Fight in Progress
54 -Bringing in Prisoner
55 -Juvenile
56 -Noise Complaint
57 -Motor Vehicle Complaint
58 -Missing Person
58A-Missing Person (retarded)
59 -Other Offences
60 -Neighbor Dispute
61 -Weapons Law
62 -Storm Damage
63 -Assist
64 -Malicious Mischief
65 -Sex Offense
66 -Armed Assault & Battery
67 -Arson
68 -C.O. Violation
69 -Stolen Property
70 -Suicide
71 -Attempted Suicide
72 -Sudden Death
73 -Mental Cases
74 -Suspicious
75 -Lost Property
76 -Found Property
77 -Disorderly Conduct
78 -Door/Window open
79 -Animal
80 -Fatal Motor Vehicle Accident
81 -Arrest -other town
82 -Warrants, Summonses
83 -Animal Bites
84 -Narcotic Law
88 -Rahway Police
98 -Void
99 -Miscellaneous

Rahway Volunteer Ambulance Squad is dispatched on the police channel by the Rahway Police - 453.275 (shared with Linden, New Jersey Police). Ambulance numbers 870, 871, 872, 873 are heavy duty wrecker type trucks. The above is also broadcast on frequency 46.060 as is the Rahway Fire. All Rahway police and ambulance units are numbered in the 800's. Detectives are designated by "8d" and numbers.

Linden units are numbered in the 700's.

Elizabeth, New Jersey Police Radio Codes:

10-01 Don't Understand, Please Repeat
10-02 Reception Good
10-03 Stop Transmitting
10-04 Message Received
10-05 Relay Message to_____
10-06 Busy-Standby unless Urgent
10-07 Out of Service - Give Location
10-08 In Service
10-09 Check for Warrants
10-10 Fight in Progress
10-11 Dog Case
10-12 Stadby
10-13 Person Ill - Send Oxygen
10-14 Report of Prowler
10-15 Back up #____
10-16 Domestic Problem
10-17 Meet Complaintant at____
10-18 Complete Assignment Quickly
10-19 Return to____
10-20 Location
10-21 Call Headquarters by Phone
10-22 Disregard
10-23 Arrived at Scene
10-24 Wanted in Municipal Court
10-25 Time and Complaint #
10-26 Detaining Subjects; Expedite
10-27 Change Frequency
10-28 Vehicle Registration Information
10-29 Check records for Wanted
10-30 Unnecessary use of radio
10-31 Crime in Progress
10-32 Man with Gun
10-33 Emergency
10-34 Riot
10-35 Major Crime Alert
10-36 Correct Time
10-37 Suspicious Vehicle
10-38 Contact Dog Warden
10-39 Urgent -Use Light & Siren
10-40 Silent Run -No Light or Siren
10-41 Begin Tour of Duty
10-42 End of Tour of Duty
10-43 Officer in Trouble
10-44 Request Permission to Leave Car
10-45 Animal Carcass
10-46 Assist Motorist
10-47 Assist A Citizen
10-48 Disorderly Person
10-49 Injured Person
10-50 Accident -Known or Unknown Injuries
10-51 Wrecker Needed
10-52 Ambulance Needed
10-53 Flat Tire -Wrecker Needed
10-54 Arc Light out at____
10-55 Intoxicated Driver
10-56 Traffic Signal out at____
10-57 Submit Observation Memo
10-58 Vehicle Breakdown -Send Help
10-59 Convoy or Escort
10-60 Squad Car in Vicinity
10-61 Personnel in Vicinity
10-62 Reply to Message
10-63 Submit Observation Memo
10-64 Sign a Complaint
10-65 Open Window
10-66 Message Cancellation
10-67 School Traffic
10-68 Senior Citizen
10-69 Return to Headquarters
10-70 Suspicious Person(s)
10-71 Lost Child
10-72 Missing Person(s)
10-73 Bomb Scare
10-74 Burglar Alarm
10-75 Contact Police Matron
10-78 Send Assistance
10-79 Have Electricians Check Radio
10-80 Check for Open Mike
10-81 Only Car in Service
10-82 Mental Case
10-83 Bank Alarm
10-84 Bank Robbery -in Progress
10-85 One Officer in Vehicle
10-86 Robbery in Progress
10-87 B & E in Progress
10-88 Bring Car into Garage
10-89 Gas up Vehicle
10-90 Disorderly Group
10-91 Officer____Wanted in Court
10-92 Wanted in Juvenile Division
10-93 Wanted in Detective Division
10-94 Wanted in Confidential Division
10-95 Wanted in Traffic Division
10-96 Wanted in Patrol Division
10-97 Wanted in Services Division
10-98 Wanted in Internal Affairs
10-99 Detail Request (break)

Elizabeth, New Jersey Radio Frequencies:

Police -Channel #1 154.860
Channel #2 155.835
Channel #3 155.640

Fire -453.150, Public Works -153.800
Board of Health -154.995, Ambulances 155.400

Alexian Brothers Hospital, Elizabeth General & St. Elizabeth Hospital -155.340

From Greg Rossi: New Jersey State Police-

(F-1) Troop A -South- 44.940
(F-2) Troop C -Central- 44.620
(F-3) Troop B -North- 44.660
Troop D -Turnpike- 155.19
(F-4) Intersystem 44.980
(F-5) Car-to-Car 44.780
(F-6) Special Units 45.000
Portables 154.68/ Detec. 460.05/Srvllnce. 460.075
Narc Interagency 460.500/ 460.100

Newark Police Crime Codes:

005 Attempted Murder/ Threatening Report
006 Suicide Report
008 Rape Report
009 Other Sex Crime Report
010 Robbery Report
011 Mugging Report
012 Purse Snatch or Larceny Report
013 Shooting Report
014 Cutting Report
015 Assault Report
020 B & E Report (Business)
021 B & E Report (Dwelling)
022 B & E Report (Auto)
024 Larceny Report
025 Malicious Damage Report
030 Other Crime Report (specify)
040 Abanconed Auto
050 Auto Accident Report
060 B.A. (other)
070 Juveniles Creating
080 Civil Dispute
090 Disorderly
091 Disorderly w/Weapon
092 Noise Complaint
100 Fire Alarm
110 Labor Report
120 Missing Person Report
121 Missing Person Found
141 Recovery of Property
150 Sick or Injured Person
151 Heart
152 Mental
160 Check Tree Down
161 Check Wire Down
162 Check Flooding
170 Suspicious Person
171 Suspicious Auto
172 Wanted Person
173 Holding Suspect
180 Blocked Driveway or Hydrant
181 Motor Vehicle Violation
182 Traffic Detail
183 Towing (specify)
184 Aid Motorist
185 Traffic Escort
186 Crossing Detail
187 Chase
188 Barricaded Person
190 Animal Bite
191 Injured Animal
200 Miscellaneous
201 Escort
202 Prisoner Run
210 Door Check
220 Lookout
240 Call Dispatch Supervisor
241 Call Command
242 Report to Command
243 Meet Officer
244 Lunch
250 Municipal Court
251 Traffic Court
252 County Court
253 Grand Jury
254 Federal Court
260 Prisoner's Lunch
261 Special Detail
262 Prisoner's Transport
263 Witness Transport
280 Battery on Street
281 Flat on Street
283 Battery 3V
284 Hot Emergency Bureau
285 Grease 3V
286 Mechanical Trouble 3V
287 Wash
288 Changeover
289 Gas
290 Radio Trouble
305 Threatening Life
312 Attempt Purse Snatch/ Larceny from Person
313 Shots Fired
360 Tape Alarm
400 Multi-Fire Alarm
405 Attempt Murder
406 Attempt Suicide
407 Possible D.O.A.
408 Attempt Rape
410 Attempt Robbery
411 Attempt Mugging
412 Larceny from Person
413 Person with Weapon
414 Attempt Cutting
415 Attempt Assault
420 Attempt B & E (Business)
421 Attempt B & E (Dwelling)
422 Attempt B & E (Auto)
423 Recovery of Auto
424 Attempt Larceny
425 Attempt Malicious Damage
455 Backup Unit Requested
460 Holdup Alarm (other)
501 Explosion
502 Assist Fire Officer
505 Murder
506 Suicide
507 Dead Body
508 Rape
509 Other Sex Crime
510 Robbery (Weapon)
511 Mugging (Strong Arm)
512 Purse Snatch
513 Shooting
514 Cutting
515 Assault
520 B & E (Business)
521 B & E (Dwelling)
522 B & E (Auto)
523 Larceny of Auto
524 Larceny
525 Malicious Damage
530 Other Crime (Specify)
550 Auto Accident/ with injuries
555 Assist Officer
560 Holdup Alarm
565 Airport Disaster
567 Bomb Threat
592 Scream for Help

From Barry (NJ-082)

The information you are about to read is an explanation of the Camden County Police dispatch system. This includes the frequencies, codes, and districts used.

Many of Camden County's municipalities do not operate out of the Camden'County Communications Center, which is located at the Camden County Complex in Lindenwold, but out of their own departments. This is usually because they are very large and NEED their own dispatchers. I'll discuss these "non-conformists" first.

Most of these departments don't have COUNTY assigned district numbers. If they do, it will be noted:

The Camden CITY Police Dept. uses five channels. The call on all five is KEB210. Channel 1 is used by the foot patrol, Channel 2 is the main channel (patrol cars), Channel 3 is the teleprinter frequency, Channel 4 is used for long messages, MV lookups, traffic, and detectives. Channel 5 is not yet in use. Here are the freqs:

Channel 1.....460.075 (465.075)
Channel 2.....460.125 (465.125)
Channel 3.....460.225 (465.225)
Channel 4.....460.300 (465.300)
Channel 5.....460.550 (465.550)

Camden CITY uses its own Ten-codes, which are <u>not</u> similar at all to the County's. I will be happy to send them to anyone who wants them. My address will appear at the end.

Cherry Hill Township utilizes three frequencies. Channel 1 is the working channel (repeater), and is usually pretty busy. Channel 2 is the alternate, with no repeater. This is used for almost anything. Channel 3 is detectives, but I've only heard it used once. Cherry Hill also has their own codes, and if you write to me, I'd be glad to send them.

Channel 1.....155.520 (154.71)
Channel 2.....155.310 note: "code 53"means to switch to this freq)
Channel 3.....155.010 "code 56"

All are KEA395.

Here are the others:

Gloucester Township.....155.595 call ? codes ?
Haddonfield.....155.430 call ? codes ?
Merchantville.....460.200 call ? codes ?
Pennsauken.....460.200 call ? codes ?
Voorhees Twp.....155.745 call ? County codes (dist #34)
Winslow.....154.800 call ? codes ? #36)

Although Voorhees is district 34, they call themselves "District One"

Here are the County District #s:

1.....Audubon
2.....Audubon Park
3.....Barrington
4.....Bellmawr
5.....Berlin
6.....Berlin Twp.
7.....Brooklawn
9.....Chesilhurst
10....Clementon
11....Collingswood
13....Gibbsboro
14....Gloucester City
16....Haddon Twp.
17....Haddonfield
18....Haddon Heights
19....Hi-Nella
20....Laurel Springs
21....Lawnside
22....Lindenwold
23....Magnolia
25....Mt. Ephraim
26....Oaklyn
28....Pine Hill
30....Runnemede
31....Somerdale
32....Stratford
34....Voorhees
35....Waterford
36....Winslow
91....County Park Police

I found it interesting to note that the districts are arranged in alphabetical order. Anyway, here are the freqs:

County North.....155.370 KXQ955
district #s 1, 2, 3, 4, 7, 14?, 18, 21, 23, 25, 30

County South.....155.565 KXQ955
district #s 5, 6, 9, 10, 13, 19, 20, 22, 28, 31, 32, 35

County Central...156.210 KXQ955
district #s 11, 16, 26, 91

If you have any questions or requests, my address is

Barry Chester
517 Country Club Drive
Cherry Hill, NJ 08003

If anyone has information about the NJ State Police frequencies, I would appreciate it if they send it here, and/or to me. Thanks.

Camden County Police Codes

10-1.....Report/En Route to Headquarters
10-2.....In Service/On Radio
10-3.....Out of Service/Off Radio
10-4.....Acknowledgment
10-5.....Meet/Wants to See You
10-6.....Test Count
10-7.....Pick Up/Be On the Lookout
10-8.....To the Bank
10-9.....Stand By (unless urgent)
10-10....Investigation (define)
10-11....Fire
10-12....Suspicious Person(s)
10-13....Prowler
10-14....Intoxicated Person(s)
10-15....MVA
10-16....Hit and Run Accident
10-17....Breaking & Entering
10-18....Robbery/Hold-Up
10-19....CAUTION-SUBJECTS ARMED

10-20....Stolen Vehicle
10-21....Cancellation
10-22....Urgent Response
10-23....Drowning
10-24....Location
10-25....Escort/Convoy
10-26....Assistance Needed (routine)
10-27....Civil Disturbance/Riot
10-28....Bomb Threat
10-29....Burglar Alarm
10-30....EMERGENCY, OFFICER/DISPATCHER NEEDS HELP (urgent ass
10-31....EMERGENCY, CLEAR RADIO OF TRAFFIC
10-32....Delaware Valley Fugitive Search Plan Alarm
10-33....MV Stop (traffic violation)
10-34....MV Stop (suspicious)
10-35....Unfounded/Disregard
10-36....Telephone_____
10-37....Switch to alternate frequency (will send on request)
10-38....Switch to Scrambler (see note below)
10-39....Attempt Warrant
10-40....Assignment Completed
10-41....Report Conditions at Scene
10-42....Fatal

note: Camden County doesn't have a scrambler system, so I can figure out why they have this code!!!)

10-43....Dispatch Rescue Squad
10-44....Dispatch Fire Dept
10-45....Dispatcher Temporarily Out of Service (??)
10-46....Any Messages or Phone Calls
10-47....DMV Check
10-48....Loud Party
10-49....House Check
10-50....Cannot/Do Not Transmit
10-51....Violation/Improper Radio Use
10-52....Racing Vehicles
10-53....Suspicious Vehicles
10-54....Dispatch Wrecker
10-55....Traffic Condition
10-56....Dispatch Ambulance
10-57....Telephone HQ
10-58....Stolen Vehicle File Check
10-59....MV Registration Lookup
10-60....N.C.I.C. Check
10-61....Homocide
10-62....Sex Offense
10-63....Narcotics Offense
10-64....Larceny Offense
10-65....Vandalism Offense
10-66....Shoplifting Offense
10-67....Mentally Disturbed Subject
10-68....Check for Wants/Warrants
10-69....Juvenile Complaint/Disturbance
10-70....Animal Complaint
10-71....Fight/Assault
10-72....Correct Time Check
10-73....Shooting
10-74....Suicide
10-75....Notify Medical Examiner
10-76....Missing Person(s)
10-77....Family Disturbance
10-78....Notify Prosecutor
10-79....Notify Chief

10-80....Meal/Coffee Break
10-81....Neighbor Complaint
10-82....Notifications
10-83....Noise Complaint
10-84....Check on Well Being of Occupant

I believe 10-88 means "out of car- on portable", but I'm not sure.

Just a note to Joe, NJ-049 - If the SPEN data you sent is still good, please let me know and I'll try to have it printed soon. Thanks.

Marketplace

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to: RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550. Please be sure to include your membership number.

NO COLUMN THIS MONTH

Radio Communications Monitoring Association

P. O. Box 4563 / Anaheim, CA 92803 USA

ADVERTISING GUIDELINES

1. Ads for products or services must relate to the hobby of monitoring two way radio communication such as receivers, crystals, antenna systems (antennas, coax, coax fittings coax switches, supporting structures, rotators, pre-amplifiers, etc.), carrier operated relays frequency counters and RF signal generators (both must be capable of operating at least to 512 MHz), converters, external synthesized oscillators, frequency references, books, appropriate tape recorders, appropriate computer hardware/software, CRT and hardcopy readouts for ASCII, etc.

2. Ads that will not be accepted include frequency lists that reveal "sensitive" or classified frequencies, unscramblers and any other products that are not in the best interest of the club or hobby.

3. Ads for Scanners/Hardware of value greater than $100.00 should not include prices. Readers must contact the advertiser for prices.

4. Auxilary hardware items (coax, antennas, crystals, power supplies, etc.), books, frequency lists and other printed matter can include prices.

5. The Board of Directors shall reserve the right to reject any advertising copy if it so chooses.

6. Whenever possible, products or services sould be described in an informative, educational manner.

7. The amount of advertising in the Newsletter shall never exceed 12.5%, not counting the cover in the page count.

8. Space for advertising shall be sold only by the ¼ page, ½ page and full page.

9. Advertising must fit "confortably" within the confines of a rectangular box. The box size for a ¼ page ad is 7 inches wide by 2-3/4 inches high. The box size for a ½ page ad is 7 inches wide by 5½ inches high. The box size for a full page ad is 7 inches wide by 11¼ inches high.

10. Advertisers must supply camera ready copy in dimensions listed above.

11. Location of advertising within the Newsletter: No ads shall apear on the cover, inside or out, or on any of the first 10 pages. The location of advertisements within these limits shall be at the discretion of the Newsletter editor.

12. Advertising rates: $36 for a full page ad, $20 for a ½ page ad and $12 for a ¼ page ad.

13. Payment for advertising: Checks or money orders must be made payable to "RCMA" and accompany the advertising copy.

NEW MEMBERS LIST

LIST/MEMBERTOTALS

AL.....14
AR.....13
AZ.....29
CA.....786
CO.....28
CT.....39
DC.....7
DE.....10
FL.....108
GA.....32
HI.....5
IA.....26
ID.....5
IL.....157
IN.....37
KS.....21
KY.....23
LA.....21
MA.....88
MD.....49
ME.....14
MI.....73
MN.....25
MO.....46
MS.....16
MT.....3
NB.....3
NC.....26
ND.....4
NH.....12
NJ.....113
NM.....7
NV.....11
NY.....143
OH.....90
OK.....19
OR.....31
PA.....131
[redacted].....2
RI.....8
SC.....10
SD.....4
TN.....17
TX.....86
UT.....8
VA.....47
VT.....2
WA.....24
WI.....39
WV.....14
WY.....4

ARUB.....1
AUST.....1
BERM.....2
CANA.....60
ENGL.....2
ICLD.....1
INDO.....1
MEXI.....2
NIRE.....2
NORW.....1
NZEL.....1
SAAR.....1
SWED.....2

There is no New Membership listing for the September issue. The most current membership summary (August, 1981) is reprinted above.

The first no-crystal, programmable handheld scanner ever made.

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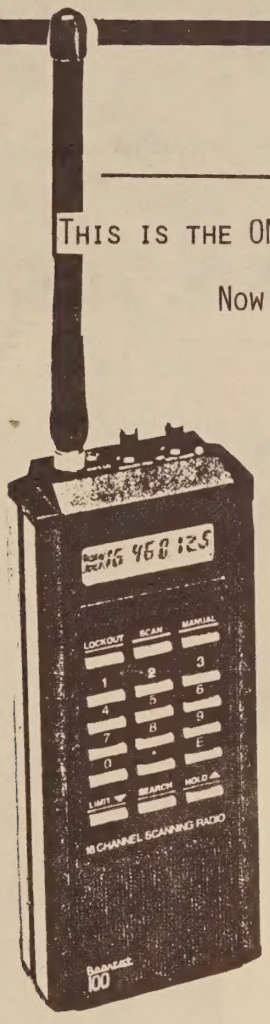

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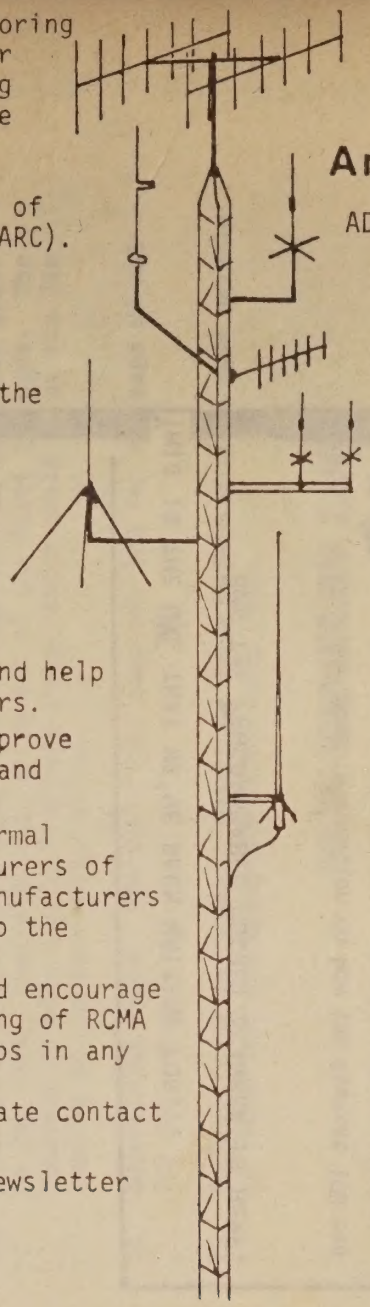
PAID ADVERTISEMENT

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications above 30 MHz as a hobby. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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